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# SESSIONAL PAPERS

VOLUME 9



THIRD SESSION OF THE NINTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1903

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See also Numerical List, page 5

ALPHABETICAL INDEX  
OF THE  
SESSIONAL PAPERS  
OF THE  
PARLIAMENT OF CANADA

THIRD SESSION, NINTH PARLIAMENT, 1903.

A		C	
Accident at West Lorne Station .....	114	Colonial Conference, 1902. ....	29a, 142
Adulteration of Food .....	14	Commission <i>re</i> Canadian Products .....	93
Agriculture, Annual Report .....	15	Culbute River Surveys .....	106
Alaska Boundary .....	149	Customs Department .....	115
Archives, Canadian .....	18	Criminal Statistics .....	17
Auditor General, Annual Report .....	1	D	
Automatic Grain-Weighers .....	80	Detroit River .....	125
B		Disallowance .....	66, 67, 78, 78a
Banks, Chartered .....	6	Dividends unpaid in banks .....	7
Banks, Unpaid Balances in .....	7	Dixon, F. A. ....	76
Barnes, Amos .....	133	Dominion Lands .....	46, 47
Bonds and Securities .....	61	Doncaster Indian Reserve .....	70
British Canadian Loan and Investment Co. ....	43	Dry Dock, Montreal .....	104
British Columbia Industrial Disputes .....	36a	E	
British Columbia Salmon Commission .....	131	Electric Light, Inspection of .....	13
British Columbia, Statutes Disallowed ....	78, 78a	Emigration from Europe .....	146
Brunet, Arthur .....	51, 51a	Estimates .....	3 to 5c
C		<i>Euxine</i> , Schooner .....	92
Canadian Contingents to South Africa .....	35a	Experimental Farms .....	16
Canadian Northern Railway .....	113	Export of Wood .....	129, 130
Canadian Pacific Railway :		F	
Business with Interior Department .....	48	False Creek .....	126
Exemption from Taxation .....	79	Farran's Point Canal .....	83
Lands sold by .....	55	Fast Steamship Service .....	101
Carlton Point, Pier at .....	118	Fisheries, Annual Report .....	22
Cattle, Canadian .....	50	Fishery Rights .....	138
Cattle-guards .....	150	Fitzgerald, W. W. ....	69
Cattle, Killed on Railways .....	74	French River Surveys .....	106
Census Returns .....	49, 82	G	
Chartered Banks .....	6	Gas, Inspection of .....	13
Civil Service :		Gaynor, John Francis .....	90
Appointments and Promotions .....	60	Geographic Board .....	21a
Examiners .....	31	Geological Survey Report .....	26
Insurance .....	38	German Tariff .....	10a
List .....	30	Government Offices in Ottawa .....	105
Superannuations .....	39	Governor General's Warrants .....	37
Claims by Quebec .....	144		
Cold Storage Service .....	102, 102a		
Colonels and Lieutenant-Colonels .....	99		



<b>G</b>		<b>M</b>	
Grain Act .....	151	Measures, Inspection of .....	13
Grain-Weighers .....	80	Militia and Defence, Annual Report .....	35
Grand Trunk Railway .....	73	Montreal Dry Dock .....	104
Greene, Benjamin D .....	90	Montreal Port .....	123
<b>H</b>		Montreal Subway Co. ....	75
Half-breed Commission .....	84, 84a	Montreal, Wharf in .....	108
Harbour Commissioners .....	23	Mounted Police .....	28
Hog Cholera .....	77	Mutual Reserve Life Insurance Co. ....	147, 147a
Hutton and Hughes Correspondence .....	94	<b>Mc</b>	
<b>I</b>		McNee, Archibald .....	134
Immigration Agents .....	56	<b>N</b>	
Imperial Government Supplies .....	128	National Transcontinental Railway .....	143
Indian Act .....	53	New Brunswick Representation .....	54
Indian Affairs, Annual Report .....	72	Newspapers, Money paid to .....	72, 72a
Indian Lands .....	81	Nord, Rivière du .....	135
Indian Reserve, Doncaster .....	70	North Atlantic Trading Co. ....	146
Indian Reserves, Schedule of .....	27a	North-west Irrigation .....	25a, 45
Industrial Disputes .....	36a	North-west Mounted Police .....	28
Inland Revenue, Annual Report .....	12	North-west Territories, Autonomy .....	116, 116a, 116b
Insurance, Abstract .....	9	North-west Territories, Customs and Excise .....	137
Insurance, Annual Report .....	8	North-west Territories, Naturalization in .....	136
Intercolonial Railway :		<b>O</b>	
Accident near Windsor Junction .....	96	Ottawa, Government Offices in .....	105
Freight Cars .....	140	Ottawa Improvement Commission .....	40
Freight Rates .....	87	Ottawa River Surveys .....	106
Goods duty free .....	91	Over-rulings of Treasury Board .....	42
Ties .....	141	<b>P</b>	
Interior, Annual Report .....	25	Pacific Cable .....	89
Interior Department Officials .....	110	Paradis, Amable .....	88
International Boundary .....	65	Penitentiaries, Annual Report as to .....	34
Irrigation in the North-west .....	25a, 45	Police, North-west Mounted .....	28
<b>J</b>		Postmaster General, Annual Report .....	24
Jésus River .....	107	Privy Council, Law Library for .....	58
Justice, Annual Report .....	34	Provincial Subsidies .....	68
<b>K</b>		Public Accounts, Annual Report .....	2
Kars, N.B. ....	127	Public Printing and Stationery .....	32
<b>L</b>		Public Works, Annual Report .....	19
Labour, Department of, Annual Report .....	36	Pulp wood from Three Rivers .....	111
Lake Erie .....	125	<b>Q</b>	
Lake Nipissing Surveys .....	106	Qu'Appelle, Long Lake and Saskatchewan	
Lake Simcoe and Couchiching .....	119	Co .....	132, 132a, 132b
L'Assomption Post Office .....	122, 122a	Quebec Bridge .....	148
Law Library, Privy Council .....	58	Quebec Claims .....	144
Library of Parliament, Annual Report .....	33	Quebec Harbour Improvements .....	103
List of Shipping .....	216	Quebec Military Riding School .....	109
<b>M</b>		Quebec-New York International Boundary .....	65
Manitoba School Lands .....	117	<b>R</b>	
Manitoba School Question .....	152, 153	Railway Accidents .....	74
Marine, Annual Report .....	21	Railways and Canals, Annual Report .....	20
Martineau Defalcation .....	296, 29c, 29d	Rifle Factory .....	52
Mathurin, Joseph A. ....	112	Rivière du Nord .....	135



S		U	
School Lands in Manitoba.....	117	Unclaimed Balances in Banks .....	7
School Question, Manitoba .....	152, 153	Unforeseen Expenses.....	41
Schooner <i>Euxine</i> .....	92	United Counties Railway.....	85
Secretary of State, Annual Report.....	29	United States, Government Works of .....	125
Shareholders in Chartered Banks .....	6		
Shipping, List of.....	21b	V	
Short Line Railway .....	139	Vegetables from United States .....	64
South Africa, Canadian Contingents to.....	35a	Vessels, List of .....	21b
South Eastern Valley Railway.....	85	Volunteer Force .....	99
Standard Grain-Weigher.....	80		
Steamer Service to South Africa.....	124	W	
Steamship Service, Fast.....	101	Warrants, Governor General's .....	37
St. Lawrence River.....	123	Weights, Measures, &c .....	13
Strikes during past year.....	100	West Lorne Station, Accident at.....	114
Subsidies to Provinces.....	68	Wharf in Montreal. ....	108
Sugar Imports.....	97	Winter Steamers.....	98
Supplies for Imperial Government.....	128	Wood for Export .....	129, 130
T		Woodstock, N.B., Drill Shed.....	95, 95a
Terrebonne Post Office.....	71	Woodstock, N.B., Post Office.....	120
Three Rivers, Pulp wood from.....	111		
Tobacco Trade.....	62	Y	
Toronto Public Works.....	121	Yukon :	
Trade and Commerce, Annual Report.....	10	A. N. C. Treadgold .....	63, 63a
Trade and Navigation, Annual Report .....	11	Newspapers, Money Paid to.....	57
Trade Unions.....	59	Ordinances.....	44
Transportation, Commission <i>re</i> .....	93	Regulations.....	145
Treasury Board Over-rulings.....	42		
Trent Valley Canal .....	86		





See also Alphabetical Index, page 1.

## LIST OF SESSIONAL PAPERS

*Arranged in Numerical Order, with their titles at full length ; the Dates when Ordered and when presented to the Houses of Parliament ; the Name of the Member who moved for each Sessional Paper, and whether it is ordered to be Printed or Not Printed.*

### CONTENTS OF VOLUME A.

Census of Canada, 1901. First Volume ..... *Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 1.

(This volume is bound in two parts.)

1. Report of the Auditor General, for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. W. S. Fielding.. .... *Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. W. S. Fielding..... *Printed for both distribution and sessional papers.*
3. Estimates of the sums required for the services of Canada, for the year ended 30th June, 1904. Presented 16th March, 1903, by Hon. W. S. Fielding.. *Printed for both distribution and sessional papers.*
4. Supplementary Estimates for the year ending 30th June, 1903. Presented 31st March, 1903, by Hon. W. S. Fielding..... *Printed for both distribution and sessional papers.*
5. Further Supplementary Estimates for the year ending 30th June, 1903. Presented 17th June, 1903, by Hon. W. S. Fielding..... *Printed for both distribution and sessional papers.*
- 5a. Supplementary Estimates for the year ending 30th June, 1904. Presented 1st October, 1903, by Hon. W. S. Fielding..... *Printed for both distribution and sessional papers.*
- 5b. Further Supplementary Estimates for the year ending 30th June, 1904. Presented 14th October, 1903, by Hon. W. S. Fielding..... *Printed for both distribution and sessional papers.*
- 5c. Further Supplementary Estimates for the year ending 30th June, 1904. Presented 21st October, 1903, by Hon. W. S. Fielding. .... *Printed for both distribution and sessional papers.*
6. List of Shareholders in the Chartered Banks of Canada, as on 31st December, 1902. Presented 20th April, 1903, by Hon. W. S. Fielding.  
*Printed for both distribution and sessional papers.*
7. Report of dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of Canada, for five years and upwards, prior to December 31, 1902. Presented 1st June, 1903, by Hon. W. S. Fielding ..... *Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 3.

8. Report of the Superintendent of Insurance, for the year ended 31st December, 1903. Presented 21st August, 1903, by Hon. W. S. Fielding.. .... *Printed for both distribution and sessional papers.*
9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1902. Presented 6th April, 1903, by Hon. W. S. Fielding.  
*Printed for both distribution and sessional papers.*

---



---

### CONTENTS OF VOLUME 4.

10. Report of the Department of Trade and Commerce, for the fiscal year ended 30th June, 1902. Presented 16th March, 1903, by Sir Richard Cartwright.

*Printed for both distribution and sessional papers.*

- 10a. Correspondence in connection with the German tariff. Presented 16th April, 1903, by Hon. W. S. Fielding. . . . .*Printed for distribution.*

### CONTENTS OF VOLUME 5.

11. Tables of the Trade and Navigation of Canada, for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. W. Paterson. . . . .*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 6.

12. Inland Revenues of Canada. Excise, etc., for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. M. E. Bernier. . . . .*Printed for both distribution and sessional papers.*

13. Inspection of Weights, Measures, Gas and Electric Light, for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. M. E. Bernier.

*Printed for both distribution and sessional papers.*

14. Report on Adulteration of Food, for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. M. E. Bernier. . . . .*Printed for both distribution and sessional papers.*

15. Report of the Minister of Agriculture, for the year ended 31st October, 1902. Presented 13th March, 1903, by Hon. W. S. Fielding. . . . .*Printed for both distribution and sessional papers.*

16. Report of the Director and Officers of the Experimental Farms, for the year 1902. Presented 28th April, 1903, by Hon. W. S. Fielding. . . . .*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 7.

17. Criminal Statistics for the year ended 30th September, 1902. Presented 12th October, 1903, by Hon. S. A. Fisher. . . . .*Printed for both distribution and sessional papers.*

18. Report on Canadian Archives, 1902. Presented 25th June, 1903, by Hon. S. A. Fisher.

*Printed for both distribution and sessional papers.*

19. Report of the Minister of Public Works, for the fiscal year ended 30th June, 1902. Presented 12th March, 1903, by Hon. J. Sutherland. . . . .*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 8.

20. Annual Report of the Department of Railways and Canals, for the fiscal year ended 30th June, 1902, Presented 16th June, 1903, by Hon. A. G. Blair. . . . .*Printed for both distribution and sessional papers.*

21. Report of the Department of Marine and Fisheries (Marine), for the fiscal year ended 30th June, 1902. Presented 19th March, 1903, by Hon. J. R. Préfontaine.

*Printed for both distribution and sessional papers.*

- 21a. Fourth Annual Report of the Geographic Board of Canada, 1902.

*Printed for both distribution and sessional papers.*

### CONTENTS OF VOLUME 9.

- 21b. List of Shipping issued by the Department of Marine and Fisheries, being a List of Vessels on the registry books of Canada, on the 31st December, 1902. Presented 5th August, 1903, by Hon. J. R. Préfontaine. . . . .*Printed for both distribution and sessional papers.*

22. Report of the Department of Marine and Fisheries (Fisheries), for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. J. R. Préfontaine.

*Printed for both distribution and sessional papers.*

23. Report of the Harbour Commissioners, etc., 1902. . . . .*Printed for both distribution and sessional papers.*



## CONTENTS OF VOLUME 10.

24. Report of the Postmaster General, for the year ended 30th June, 1902. Presented 13th March, 1903, by Sir William Mulock ..... *Printed for both distribution and sessional papers.*
25. Annual Report of the Department of the Interior, for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. C. Sifton. .... *Printed for both distribution and sessional papers.*
- 25a. Irrigation in the North-West Territories of Canada. Issued by the Department of the Interior. *Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 11.

26. Summary Report of the Geological Survey Department for the calendar year 1902. Presented 8th October, 1903, by Sir Wilfrid Laurier . . . . . *Printed for both distribution and sessional papers.*
27. Annual Report of the Department of Indian Affairs, for the fiscal year ended 30th June, 1902. Presented 13th March, 1903, by Hon. C. Sifton. .... *Printed for both distribution and sessional papers.*
- 27a. Schedule of Indian Reserves in the Dominion. Supplement to Annual Report of the Department of Indian Affairs, 1902 ..... *Printed for both distribution and sessional papers.*

## CONTENTS OF VOLUME 12.

28. Report of the North-West Mounted Police, 1902. Presented 16th March, 1903, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
29. Report of the Secretary of State of Canada, for the year ended 31st December, 1902. Presented 18th March, 1903, by Sir Wilfrid Laurier. .... *Printed for both distribution and sessional papers.*
- 29a. Papers relating to a conference between the Secretary of State for the Colonies and Prime Ministers of self-governing Colonies. Colonial Conference, 1902. Presented 9th June, 1903, by Sir Wilfrid Laurier. .... *Printed for both distribution and sessional papers.*
- 29b. Report of the Commission to inquire into the Martineau defalcation, etc. Presented 15th June, 1903, by Hon. W. S. Fielding. .... *Printed for both distribution and sessional papers.*
- 29c. Statement by the Auditor General, on the Report of the Commission to inquire into the Martineau defalcation. Presented 4th August, 1903, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*
- 29d. Correspondence with the Auditor General re Treasury Board regulations arising from the Martineau defalcations. Presented 25th September, 1903, by Hon. W. S. Fielding. *Printed for both distribution and sessional papers.*
30. Civil Service List of Canada, 1902. Presented 18th March, 1903, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
31. Report of the Board of Civil Service Examiners, for the year ended 31st December, 1902. Presented 25th March, 1903, by Hon. W. S. Fielding. .... *Printed for both distribution and sessional papers.*
32. Annual Report of the Department of Public Printing and Stationery, for the year ended 30th June, 1902. Presented 8th April, 1903, by Sir Wilfrid Laurier. *Printed for both distribution and sessional papers.*
33. Report of the Joint Librarians of Parliament for the year 1902. Presented 12th March, 1903, by the Hon. The Speaker. .... *Printed for sessional papers.*

## CONTENTS OF VOLUME 13.

34. Report of the Minister of Justice as to Penitentiaries of Canada, for the year ended 30th June, 1902, Presented 13th March, 1903, by Hon. C. Fitzpatrick. *Printed for both distribution and sessional papers.*
35. Report of the Department of Militia and Defence of Canada, for the year ended 31st December, 1902. Presented 23rd March, 1903, by Sir Frederick Borden. *Printed for both distribution and sessional papers.*
- 35a. Further Supplementary Report of the Department of Militia and Defence:—Organization, equipment, despatch and service of the Canadian Contingents during the war in South Africa, 1899-1902. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 13—*Continued.*

36. Report of the Department of Labour, for the year ended 30th June, 1902. Presented 17th March, 1903, by Sir William Mulock..... *Printed for both distribution and sessional papers.*
- 36a. Report of the Royal Commission on Industrial Disputes in the province of British Columbia Presented 24th August, 1903, by Sir William Mulock.  
*Printed for both distribution and sessional papers.*
37. Statement of Governor General's Warrants issued since the last session of parliament, on account of the fiscal year 1902-1903. Presented 13th March, 1903, by Hon. W. S. Fielding.. .... *Not printed.*
38. Statement in pursuance of section 17 of the Civil Service Insurance Act, for the fiscal year ending 30th June, 1902. Presented 16th March, 1903, by Hon. W. S. Fielding..... *Not printed.*
39. Statement of all superannuations and retiring allowances in the civil service during the year ended 31st December, 1902, showing name, rank, salary, service, allowance and cause of retirement of each person superannuated or retired, also whether vacancy filled by promotion or by new appointment, and salary of any new appointee. Presented 16th March, 1903, by Hon. W. S. Fielding.  
*Not printed.*
40. Statement of receipts and expenditures of the Ottawa Improvement Commission, for the fiscal year ended 30th June, 1902. Presented 16th March, 1903, by Hon. W. S. Fielding..... *Not printed.*
41. Return showing the expenditure on account of unforeseen expenses from the 1st July, 1902, to the 12th March, 1903. Presented 16th March, 1903, by Hon. W. S. Fielding..... *Not printed.*
42. Return of over-rulings by the treasury board of the auditor general's decisions between the commencement of the session of 1902 and that of 1903. Presented 16th March, 1903, by Hon. W. S. Fielding..... *Not printed.*
43. Statement of the affairs of the British Canadian Loan and Investment Company, as on the 31st December, 1902. Presented 17th March, 1903, by the Hon. The Speaker..... *Not printed.*
44. Ordinances of the Yukon for 1902. Presented 18th March, 1903, by Sir Wilfrid Laurier.  
*Not printed.*
45. Return of orders in council which have been published in the *Canada Gazette* between 1st January and 31st December, 1902, in accordance with the provisions of section 52 of the North-west Irrigation Act, chapter 35 of 61 Victoria. Presented 20th March, 1903, by Sir William Mulock.  
*Not printed.*
46. Return of orders in council which have been published in the *Canada Gazette* between 1st January and 31st December, 1902, in accordance with the provisions of clause 91 of the Dominion Lands Act, chapter 54 of the Revised Statutes of Canada and its amendments. Presented 20th March, 1903, by Sir William Mulock..... *Not printed.*
47. Return of orders in council which have been published in the *Canada Gazette* and in the *British Columbia Gazette*, between 1st January and 31st December, 1902, in accordance with the provisions of subsection (d.) of section 38 of the regulations for the survey, administration, disposal and management of Dominion lands within the 40-mile railway belt in the province of British Columbia. Presented 20th March, 1903, by Sir William Mulock..... *Not printed.*
48. Return (in so far as the Department of the Interior is concerned) of copies of all orders in council, plans, papers and correspondence which are required to be presented to the House of Commons, under a resolution passed on 20th February, 1882, since the date of the last return under such resolution. Presented 20th March, 1903, by Sir William Mulock..... *Not printed.*
49. Return to an order of the House of Commons, dated 23rd March, 1903, showing the total cost of taking of the Census for 1871, 1881, and 1891. Also the amount paid on account of the taking of the Census for 1901, up to 1st March, 1903. Also a statement showing the nature of the information given in the Census of 1891 and of 1901, and the mode of remuneration of the enumerators on each occasion. Presented 27th March, 1903.—*Mr. Sproute*..... *Not printed.*
50. Return to an address of the House of Commons, dated 16th March, 1903, for copies of all correspondence exchanged since last session between the Canadian government and the British authorities on the subject of the embargo on Canadian cattle. Presented 27th March, 1903.—*Mr. Monet*.  
*Printed for both distribution and sessional papers.*
51. Return to an address of the House of Commons, dated 16th March, 1903, for copies of all petitions, orders in council, correspondence, documents and papers in connection with the conviction and imprisonment of one Arthur Brunet, of the city of Montreal, convicted of offences against the Dominion Elections Act, 1900; and the pardon, reprieve, or release of the said Arthur Brunet from jail. Presented 1st April, 1903.—*Mr. Casgrain*..... *Not printed.*



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## CONTENTS OF VOLUME 13—*Continued.*

- 51a. Supplementary return to No. 51. Presented 14th April, 1903 ..... *Not printed.*
52. Return to an address of the House of Commons, dated 16th March, 1903, for copies of all contracts, agreements, deeds, correspondence, documents and papers in connection with the establishment in the city of Quebec of a factory for the manufacture of rifles, by Sir Charles Ross, or by Sir Charles Ross and others. Presented 1st April, 1903.—*Mr. Casgrain*..... *Not printed.*
53. Return showing remissions of interest made under section 141, as added to the Indian Act by section 8, chapter 35, 58-59 Victoria, for the year ended 30th June, 1902. Presented 7th April, 1903, by Sir William Mulock ..... *Not printed.*
54. Papers in connection with the representation of the province of New Brunswick in the House of Commons, as follows:—1. Minute of executive council of New Brunswick, 18th March, 1903. 2. Letter to Sir Wilfrid Laurier from sub-committee of the executive council of New Brunswick, supplementing minute of council on above subject. 3. Report of privy council, 6th April, 1903. Presented 8th April, 1903, by Hon. C. Fitzpatrick..... *Not printed.*
55. Return of all lands sold by the Canadian Pacific Railway Company, from the 1st October, 1901, to the 1st October, 1902. Presented 8th April, 1903, by Sir William Mulock..... *Not printed.*
56. Return to an order of the House of Commons, dated 23rd March, 1903, for a statement giving:—1. The names of all immigration agents employed by the government in foreign countries. 2. The names of the countries wherein each of such agents does his work. 3. The place of residence of each one of such agents. 4. The salary paid to each one of them. 5. The travelling expenses paid to each one of them. 6. The office expenses and other expenses made or incurred by each one of such agents during the last year of his employment. Presented 8th April, 1903.—*Mr. Bourassa.*  
..... *Not printed.*
57. Return to an order of the House of Commons, dated 30th March, 1903, for a statement of all moneys paid by the government, or in its behalf, to any newspapers in the Yukon district, since the 30th of June last; stating the names of the newspapers. Presented 8th April, 1903.—*Mr. Monk and Sir Charles Hibbert Tupper* ..... *Not printed.*
58. Return to an order of the House of Commons, dated 16th March, 1903, for copies of all documents, letters, correspondence and papers in connection with the establishment in London of a law library for the use of counsel retained in cases before the judicial committee of the privy council. Presented 8th April, 1903.—*Mr. Casgrain*..... *Not printed.*
59. Annual return under chapter 131 R.S.C., intitled: "An Act respecting Trade Unions." Presented 15th April, 1903, by Sir Wilfrid Laurier..... *Not printed.*
60. Return of the names and salaries of all persons appointed to or promoted in the several departments of the civil service, during the calendar year 1902. Presented 15th April, 1903, by Sir Wilfrid Laurier..... *Not printed.*
61. Detailed statement of all bonds and securities registered in the department of the secretary of state of Canada, since last return, 19th February, 1902, submitted to the parliament of Canada under section 23, chapter 19 of the Revised Statutes of Canada. Presented 15th April, 1903, by Sir Wilfrid Laurier..... *Not printed.*
62. Royal Commission *re* the Tobacco Trade of Canada. Report of the Commissioner. Presented 16th April, 1903, by Hon. H. G. Carroll ..... *Printed for both distribution and sessional papers.*
63. Return to an address of the House of Commons, dated 23rd March, 1903, for copies of all correspondence, orders in council, or applications, relating to or concerning the grant or concession to A. N. C. Treadgold, or to the Hydraulic Mining Syndicate, either separately or associated with A. N. C. Treadgold, of claims, rights or privileges, on Bonanza, Bear, and Hunker Creeks, or their tributaries, or elsewhere in the Yukon. Presented 16th April, 1903.—*Mr. Bell.*  
..... *Printed for both distribution and sessional papers.*
- 63a. Copy of instructions to the commissioner to conduct a public inquiry in relation to the grant or concession in the Yukon territory to A. N. C. Treadgold or others. Presented 8th June, 1903, by Sir Wilfrid Laurier..... *Not printed.*
64. Return to an order of the House of Commons, dated 6th April, 1903, showing: 1. The quantity of vegetables entered at the custom-house at Montreal, as imported from the United States, from the first of February, 1902, to the first of March, 1903. 2. The quantity of vegetables entered at the custom-house at Toronto, as imported from the United States, from the first of February, 1902, to the first of March, 1903. 3. The amount of duty levied and collected in each case respectively, Presented 20th April, 1903.—*Mr. Borden (Halifax).* ..... *Not printed.*

CONTENTS OF VOLUME 13—*Continued.*

65. Joint report of the survey and remonumenting of the Quebec-New York International Boundary—W. F. King, (Chief Astronomer (Canada) : Edward A. Bond, State Engineer and Surveyor, New York (U.S.). Presented 20th April, 1903, by Sir William Mulock. . . . . *Printed for sessional papers.*
66. Return to an address of the Senate, dated 19th March, 1903, for copies of all orders in council disallowing acts passed by the different legislatures from the date of the last return made to parliament, together with copies of the reports to council of ministers of justice giving the reasons for such disallowance. Presented (Senate) 17th April, 1903.—*Hon. Sir Mackenzie Bowell.* . . . . . *Not printed.*
67. Return to an address of the Senate, dated 20th March, 1903, for copies of all correspondence between the government of the Dominion and the governments of the different provinces, and of the territorial government of the North-west Territory, relating to the disallowance of any act passed by such governments from the date of the last return made to parliament. Presented (Senate) 17th April, 1903.—*Hon. Sir Mackenzie Bowell.* . . . . . *Not printed.*
68. Return to an address of the House of Commons, dated 30th March, 1903, for copies of the correspondence exchanged between the government and the different provincial legislatures on the subject of the increase of the subsidies paid to the provinces in virtue of the British North America Act. Presented 27th April, 1903.—*Mr. Lemieux.* . . . . . *Printed for sessional papers.*
69. Return to an order of the House of Commons, dated 23rd March, 1903, for copies of all correspondence between the government, or any member of the government, and W. W. Fitzgerald, of Grenfell, Assa., or any one in his behalf, regarding his homestead and pre-emption, which were cancelled. Presented 27th April, 1903.—*Mr. Sproule.* . . . . . *Not printed.*
70. Return to an order of the House of Commons, dated 23rd March, 1903, for copies of all correspondence, letters, documents, etc., relating to the difficulties in regard to the Indian reserve of Doncaster, in the county of Terrebonne. Presented 27th April, 1903.—*Mr. Desjardins.* . . . . . *Not printed.*
71. Return to an order of the House of Commons, dated 23rd March, 1903, for copies of all correspondence, letters and documents relating to the request made to the federal government in connection with the building of a post office in the town of Terrebonne, county of Terrebonne. Presented 27th April, 1903.—*Mr. Desjardins.* . . . . . *Not printed.*
72. Return to an order of the House of Commons, dated 30th March, 1903, for a statement showing in detail amounts of money paid to newspapers, newspaper companies, newspaper owners, or agents of publicity, in the United Kingdom, France, or the United States, since the 30th of June last. Presented 28th April, 1903.—*Mr. Monk.* . . . . . *Not printed.*
- 72a. Supplementary return to No. 72. Presented 15th May, 1903. . . . . *Not printed.*
73. Return to an order of the House of Commons, dated 30th March, 1903, for a statement showing : 1. The total amount paid to date by the government to the Grand Trunk Railway Company, for a lease of line from Ste. Rosalie to Montreal. 2. Total amount paid to date by the same to the same, for crossing facilities over the Victoria bridge. 3. Total amount paid from the same to the same, as the government's share of improved terminal facilities at Bonaventure depot. Presented 28th April, 1903.—*Mr. Monk.* . . . . . *Not printed.*
74. Return to an order of the House of Commons, dated 9th April, 1902, showing : 1. The number of cattle, sheep and horses killed by engines on all Canadian railways during each year since 1890 : (a.) at points of intersection of highways ; (b.) elsewhere on the lines. 2. How many engines and cars, if any, were derailed or disabled on all Canadian railways during each year since 1890, owing to their striking cattle, sheep and horses ; (a.) at points of intersection of highways ; (b.) elsewhere on the lines. 3. How many railway employees and passengers, if any, were killed or injured on all Canadian railways during each year since 1890, on account of engines striking cattle, sheep and horses ; (a.) at points of intersection of highways ; (b.) elsewhere on the lines. 4. What is the total estimated value of the cattle, sheep and horses killed on all Canadian railways, during each year since 1890 ; owing to their being struck by engines. 5. What is the total estimated damage to rolling stock and other railway property on all Canadian railways during each year since 1890, caused by collisions with cattle, sheep and horses. 6. How many trains have been derailed or partly derailed on all Canadian railways during each year since 1890, owing to the action of frost on the road-bed at points where the old pit cattle-guards were in existence. Presented 28th April, 1903.—*Mr. Erb.*  
*Printed for sessional papers.*



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 CONTENTS OF VOLUME 13—*Continued.*


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75. Return to an address of the House of Commons, dated 30th March, 1903, for copies of all plans and specifications submitted for approval by the Montreal Subway Company; copies of the order in council, if any, approving of such plans. Also of any report of the progress of the work; statement showing the amount of money spent on the undertaking; the amount of the deposit made by the company; and all papers or correspondence relating to the enterprise. Presented 28th April, 1903.—*Mr. Tarte*.....*Not printed.*
76. Return to an address of the House of Commons, dated 6th April, 1903, of all papers, documents and correspondence between the department of railways and canals, the department of justice, the treasury board and the auditor general, or between any of them, relating to the promotion of Mr. F. A. Dixon to the rank of chief clerk, at a salary of \$1,800 a year; to take effect from July 1, 1902, and the payment of said salary; and including amongst other papers the report of the deputy head of the department of railways and canals, as provided for by subsection (A) of section 15 of the Civil Service Act; the minute or memorandum of concurrence of the minister of railways in said report; and a copy of the order in council creating such chief clerkship; pursuant to section 15 of said Act, and of the order in council in this matter of May 20th, 1902; and including all papers, documents, letters and proceedings in this matter, referred to on pages A—49, 50, 51, 52, 53, 54 and 55 of the Auditor General's Report for the year ending June, 1902. Presented 28th April, 1903.—*Mr. Lennox*.....*Not printed.*
77. Return to an order of the House of Commons, dated 6th April, 1903, for copies of all telegrams, reports, letters, photographs, and correspondence, of every description, between the department of agriculture, and any person, or persons, whatsoever, relevant to the outbreak of hog cholera in the township of Yarmouth, Ontario. Presented 28th April, 1903.—*Mr. Ingram*.....*Not printed.*
78. Return to an address of the House of Commons, dated 30th March, 1903, for copies of all orders in council, correspondence, despatches and documents, relating to the disallowance by the governor in council of statutes of the province of British Columbia, during the past five years. Presented 30th April, 1903.—*Mr. Borden (Halifax)*.....*Printed for both distribution and sessional papers.*
- 78a. Supplementary return to No. 78. Presented 7th May, 1903.  
*Printed for both distribution and sessional papers.*
79. Return to an address of the House of Commons, dated 2nd April, 1903, for copies of all judgments or opinions delivered by the supreme court of Manitoba, touching the alleged rights of exemption from taxation, claimed by the Canadian Pacific Railway Company, in respect of the land of the said company, in the North-west Territories, or in Manitoba. Presented 30th April, 1903.—*Mr. Borden (Halifax)*.....*Printed for sessional papers.*
80. Return to an order of the House of Commons, dated 2nd April, 1903, showing all correspondence between the inland revenue department and manufacturers of automatic grain-weighers, used on threshing machines, in Manitoba and the North-west Territories. Between the inland revenue department and inventors of automatic grain-weighers for threshing machines. Between the inland revenue department and thresher men using automatic grain-weighers, in Manitoba and the North-west Territories. Also a copy of report of chief inspector and scale architect *re* the Standard Grain-weigher, manufactured by the Globe Manufacturing Company of Winnipeg. Presented 30th April, 1903.—*Mr. Stewart*.....*Not printed.*
81. Return to an order of the House of Commons, dated 15th April, 1903, for copies of lease made between the Superintendent General of Indian Affairs and S. G. Holbrook and Adam S. Benn for the south half of lot number twelve, concession two, township of Tuscarora, county of Brant, also of lease made by said superintendent general to one Gibson for south half of lot number five, in said township, for better identification, both said half lots belonging to or for the benefit of Indian locatee, Robert S. Sawyer; also of lease or agreement for or in reference to one of said half lots made (previous to said leases to Holbrook and Benn and Gibson) by said superintendent general, or the late Indian agent, Captain Hugh Stewart, to or with one R. Brant; also of all indorsements made on the said leases, or any of them; also of all other agreements or writings made by or between said superintendent general, or Indian agent Daniel J. Lynch, and said Holbrook and Benn in reference to the said lease to them; also of all receipts or acknowledgments made to the department having charge of Indian affairs, or the said Lynch, of or for rent or other payments made by the said Holbrook and Benn, or either of them, under or in connection with the said lease to them, or having reference to or in connection with the lands mentioned therein; also of all letters or correspondence

CONTENTS OF VOLUME 13—*Continued.*

between the said department or Indian agent, the late Captain Hugh Stewart and Daniel J. Lynch, and the said Holbrook and Benn, Gibson and Brant, or either or any of them, or from or to either or any of them to the other of them, in reference to or in connection with any or either of the matters or things above mentioned, or in reference to or in connection with a certain order for ten dollars, dated the third of April, nineteen hundred and one, made by said Sawyer on Hugh Stewart, late Indian agent, in favour of said Holbrook; also copies of all letters or correspondence between said department and said Indian agent, Daniel J. Lynch, or by or from either and each to the other, in connection with or in reference to any or either of the said matters or things; also statement in detail showing all moneys received by the said department from said Indian agent, Daniel J. Lynch, for or on account of any of the said matters and things aforesaid, with dates, items and amounts, and for which, and what; and also to or for what, and for and by whom, such money was paid out or applied; also of any petitions, or writings in the nature of petitions, in reference to Indian agent Daniel J. Lynch, and the names of those signing the same; also of all other documents, papers and writings in connection with or in reference to all or any or either of the matters aforesaid. Presented 5th May, 1903.—*Mr. Tisdale*.....*Not printed.*

82. Return to an order of the House of Commons, dated 6th April, 1903, for a statement in detail of amounts paid for travelling expenses, in connection with the Census of 1891, to any census commissioner, in the province of Quebec, since 30th June, 1902; with names of officers to whom such travelling expenses were paid; and the places such officer travelled to. Presented 5th May, 1903.—*Mr. Borden (Halifax)*.....*Not printed.*

83. Return to an address of the House of Commons, dated 15th April, 1903, for copy of the contract entered into between the government and the Canadian Construction Company, for enlargement and improvement of the Farran's Point canal, and the profiles, plans, drawings, and specifications in connection therewith; all accounts and claims by the said contractors, for extras or damages under or in connection with this contract; and particularly claims Nos. 8b, 9 and 10, made by the contractors. Copy of the order in council of February 5th, 1900, authorizing the payment of \$70,309.74 to the Construction Company. And a return of all papers, documents, letters, memoranda, orders in council, and rulings of the honourable the treasury board, in reference to the items 8b, lock foundation on rock, \$9,588.50; 9, extra unwatering of prism, \$7,534.28, as referred to on pages A—24 to A—36, inclusive, of the Auditor General's Report for the year ending 30th June, 1902. Presented 6th May, 1903.—*Mr. Lennox*.....*Not printed.*

84. Partial return to an order of the House of Commons, dated 16th March, 1903, for copy of the full and each partial report of Half-breed Commissioners for each of their sittings since the first of January, 1900. Also a list of all applications made for scrip, names and residence of applicants whose applications have been received; and class of scrip issued in each case. Also list of all applications made for scrip, names and residence of applicants whose applications were not accepted; and the reason or reasons for refusing the same. Presented 7th May, 1903.—*Mr. LaRivière*...*Not printed.*

- 84a. Supplementary return to No. 84. Presented 29th June, 1903.

85. Return to an address of the House of Commons, dated 25th March, 1903, for copies of all correspondence received by the government, and of all answers made thereto, concerning the South Eastern Valley Railway, and the United Counties Railway. Also copies of all reports that may have been made regarding the actual condition of such railways. Presented 12th May, 1903.—*Mr. Tarte*.....*Not printed.*

86. Return to an order of the House of Commons, dated 4th May, 1903, for copies of all engineers' reports, specifications, estimates and correspondence in reference to surveys made between Rice Lake and Lake Ontario, in connection with the Trent Valley Canal. Presented 12th May, 1903.—*Mr. Ward*.....*Not printed.*

87. Return to an order of the House of Commons, dated 4th May, 1903, showing the rates over the Interoceania Railway for live stock, coal, lumber, and for freight under classes 1—10, between Stellarton and West River; and between Stellarton and Antigonish, and between Stellarton and Pieton Landing, at present in force. Also showing rates for same classes between same points in 1897. Presented 12th May, 1903.—*Mr. Bell*.....*Not printed.*

88. Return to an order of the House of Commons, dated 4th May, 1903, for a copy of the correspondence, reports, and any other documents, in the department of public works, in respect to the claim of Amable Paradis, of Whitford, Alberta, for the services of a ferry boat and transportation upon the same. Presented 12th May, 1903.—*Mr. LaRivière*.....*Not printed.*



CONTENTS OF VOLUME 13—*Continued.*

89. Correspondence in continuation of correspondence already brought down respecting agreement between Australia and the Eastern Extension Company with reference to the Pacific cable. Presented 13th May, 1903, by Sir Wilfrid Laurier. . . . . *Printed for both distribution and sessional papers.*
90. Return to an address of the House of Commons, dated 16th March, 1903, for copies of all papers, documents, letters, correspondence, etc., in relation to the proceedings for the extradition of one John Francis Gaynor, and one Benjamin D. Greene. Presented 13th May, 1903.—*Mr. Casgrain.* . . . . . *Not printed.*
91. Return to an order of the House of Commons, dated 2nd April, 1903, for a record of all goods of whatsoever kind entered by the Intercolonial Railway duty free, for use of said railway. Presented 26th May, 1903.—*Mr. Borden (Halifax)* . . . . . *Not printed.*
92. Return to an address of the House of Commons, dated 30th March, 1903, for copies of all correspondence, orders in council, and other papers, in connection with the prosecution by the custom department, for the scuttling of the schooner *Euxine*, of Margaree Island, while reported on a smuggling expedition, from St. Pierre, Miquelon. Presented 26th May, 1903.—*Mr. McLennan* . . . . . *Not printed.*
93. Return to an address of the House of Commons for a copy of the Report of the Committee of the Honourable the Privy Council, approved by the Governor General on the 19th May, 1903, covering the appointment of a Commission, composed of Sir William Van Horne, John Bertram and Harold Kennedy, to report on questions affecting the transportation of Canadian products to the markets of the world through and by Canadian ports, etc. Presented 27th May, 1903. *Mr. Sutherland (Oxford)* . . . . . *Printed for both distribution and sessional papers.*
94. Return to an order of the House of Commons, dated 25th February, 1901, of the following data, correspondence, letters and reports, between General Hutton and Lieutenant-Colonel Sam. Hughes; or concerning the action of the latter in volunteering men for service of the British Empire in connection with the South African struggle. 1. Address, official, Major General Hutton to the District Officers Commanding and Commanding Officers of Regiments, at his first inspection, 1898. 2. Letter, Major General Hutton to Lieutenant-Colonel S. Hughes asking for criticism of and suggestion *re* same. 3. Official reply of Lieutenant-Colonel S. Hughes. 4. Letters, Lieutenant-Colonel Hughes to General Hutton, *by request, re* :—(a.) Canadians in wars of 1812, 1837, 1866, 1870 and 1885, and offering to raise a corps for Imperial service. (b.) Copies of former applications to Imperial and Canadian authorities for Colonial assistance in Imperial wars, and renewed offer of service. (c.) Plans for Colonial Brigade in Imperial wars; and renewal of offer to raise a corps. 5. Requests, General Hutton to Colonel Hughes, to state his qualifications and record as soldier, and to show why a Permanent Corps officer should not be preferred. 6. Circular letter, General Hutton to Honourable Colonel Gibson and Council of the Dominion of Canada Rifle Association. 7. Reply of Honourable Colonel Gibson to General Hutton. 8. Reply of Council of D.R.A. 9. The plan originally proposed by General Hutton of Annual Camps, making 3 and 4 Military Districts drill in September, while 1, 2, 5 and 6 should drill in June, annually. 10. Report or communication of General Hutton to the Canadian press just prior to the opening of the Session of Parliament, 1899, that no Member of Parliament would be allowed to speak on military questions in the House of Commons, if he were also a militia officer, without permission of General Hutton. 11. Reports, or data, on same subject to the Minister of Militia and Defence. 12. The proposals of General Hutton to amend the law, or regulations and orders, so as to prevent militia officers retaining commission if or while a Member of Parliament. 13. Report by request, Colonel Hughes to General Hutton *re* staff ride. 14. The authority under the law which makes the application of Colonel Hughes, 24th July, 1899, to Honourable Dr. Borden, Minister of Militia, an *irregularity and breach of military discipline*, vide General Hutton to Minister of Militia, 31st July, 1899. 15. Application, Colonel Hughes to General Hutton (through D.O.C.), to raise a corps for Imperial service in the Transvaal, July 24th, 1899. 16. Reports to General Hutton of two militia officers of the city of Toronto and others, stating that few, if any, men or officers could be obtained in Canada for such a service. 17 (a.) Application, Col. Hughes to Honourable Dr. Borden, Minister of Militia, July 24, to raise a corps for service in the Transvaal. (b.) Reply of the Minister of Militia thereto. (c.) Report and papers connected with the application before the Privy Council of Canada. (d.) General Hutton's reprimand to Colonel Hughes for applying to the Minister of Militia. (e.) General Hutton's letter, July 31st, 1899, to Minister of Militia *re* same. (f.) The authority upon which Colonel Foster, C.S.O., based the statement in his letter of September 19th, 1899, to Colonel Hughes, "*after which you withdrew it.*" 18 (a.) Application of Colonel Hughes to Right Honourable Joseph Chamberlain to raise a corps in Canada for service in

CONTENTS OF VOLUME 13—*Continued.*

Transvaal. (b.) An acknowledgment by Mr. Chamberlain. (c.) Letters, Military Secretary to His Excellency to General Hutton *re* same. (d.) General Hutton (C.S.O.) to Colonel Hughes, August 24, 1899, reprimanding him for having written to Mr. Chamberlain *re* the raising of a corps. (e.) Colonel Hughes to General Hutton (C.S.O.), September 2, 1899, in reply. (f.) Colonel Foster, C.S.O. to General Hutton, to Colonel Hughes, September 19th, asking him to withdraw the letter of September 2nd, 1899. (g.) Complete letter—not an extract—from Colonel Hughes to Colonel Foster, C.S.O. to General Hutton, September 22nd, 1899, in refusal to withdraw the letter of September 2nd. (h.) Colonel Foster, C.S.O. to General Hutton, to Colonel Montizambert, D. O. E., Mil. Dis. 3 and 4, October 9th, *re* Hughes' letter of September 2nd *re* having it withdrawn. (i.) Letter, Colonel Montizambert, forwarding same to Colonel Hughes and urging withdrawal. (j.) Letter, Colonel Hughes to Colonel Montizambert refusing to withdraw the letter, and giving reasons therefor. (k.) Letter, Colonel Montizambert to Colonel Foster, C.S.O. to General Hutton, *re* the same. (l.) Letter, Colonel Hughes to the press of Canada, *re* troops from Canada for service in the Transvaal, dated September, 1899, referred to in the letter—Colonel Foster, C.S.O. to General Hutton, to Colonel Hughes, September 25th, 1899. (m.) Telegram, General Hutton (C.S.O.) to Colonel Hughes, September 25th, 1899, *re* above letter and Section 98, Army Act. (n.) Letter, General Hutton (C.S.O.) to Colonel Hughes, *re* same. (o.) The evidence upon which General Hutton sent the telegram and the letter of September 25th, 1899. (p.) The authority under the law empowering General Hutton to send such letter and telegram. (q.) Despatch dictated by General Hutton and published in the London (England) *Times*, stating that in his letter to the Canadian press, Colonel Hughes was *usurping the functions of the Government* of Canada, September 25th, 1899. (r.) Despatch, General Hutton to the Canadian press, *re* the same, September 25th, 1899. (s.) Despatch, General Hutton to Canadian press, September 28th, 1899, *re* Colonel Hughes being liable to fine or imprisonment under Section 98. (t.) Colonel Hughes' telegram in reply to General Hutton (C.S.O.), September 25th, 1899. (u.) Letter, Colonel Hughes (September 30th) to General Hutton's (C.S.O.) letter of September 25th, *re* Section 98.—Official. (v.) General Hutton's letter to Colonel Foster, October 11th, 1899 *re* Colonel Hughes' letter of September 30th, 1899. (w.) Letter, Colonel Foster, C.S.O. to General Hutton, to Colonel Montizambert, October 16th, 1899, threatening to suspend Colonel Hughes from the command of his battalion for writing the letter of September 30th, 1899. (x.) The authority under the law, permitting General Hutton to make such threats. (y.) Letter, Colonel Montizambert (October 17th, 1899) to Colonel Hughes *re* above. 20. (a.) Letter, Colonel Hughes to General Hutton, October 10th, *re* the press reports against Colonel Hughes, dictated by General Hutton. (b.) General Hutton (C.S.O.) to Colonel Hughes and to Minister of Militia (October 25th and 26th respectively) *re* above. 21. (a.) Colonel Hughes to General Hutton, August 18th, 1899, by request *re* qualification. (b.) Reply of General Hutton, August 26th, 1899. (c.) Letter, Colonel Hughes to General Hutton, August 28th 1899, in reply to above and to the words of General Hutton: "You" Canadians "might as well try to fly to the moon as to take the field alongside British regulars, short of three years' training, and not then unless led by Imperial officers." 22. Letter, Colonel Hughes withdrawing controversial matter on his receiving notification of his appointment to the Transvaal force. 23. Letter, Colonel Hughes to General Hutton, October 23rd, 1899, in friendly parting. 24. Letter, Colonel Hughes to the Right Honourable Sir Wilfrid Laurier, on General Hutton's declining to accept proffered friendliness—demanding that general's recall, October 27th or 28th, 1899. 25. Report of the speech delivered by General Hutton to the officers of the Canadian Contingent in the Chateau Frontenac, Sunday, 29th October, 1899, against Colonel Hughes. 26. Letters of General Hutton to South African British Generals, against Colonel Hughes. 27. Copies of the reports furnished to the press of Canada, Great Britain, the United States and South Africa, against Colonel Hughes by General Hutton's agency, during November and December, 1899 and January and February, 1900. 28. The legal authority for General Hutton to write officially to South African Generals, without the sanction of the Minister of Militia, against Colonel Hughes. 29. Letter of Colonel Hughes from Upington in Gordonia, South Africa, about 30th March, 1900, to Honourable Dr. Borden, Minister of Militia, Canada, correcting errors, omissions, and misstatements in General Hutton's brief as submitted to Parliament last session. 30. The authority under the law permitting General Hutton and Colonel Foster to use personal, unofficial, confidential and private correspondence in official returns. 31. The authority under the law permitting the G.O.C., General Hutton, to receive official correspondence from His Excellency the Governor General, through the Military Secretary. 32. A copy of the "notification to Lieutenant-Colonel Hughes that they, private letters, would be so submitted" by General Hutton, referred to in the letter of



CONTENTS OF VOLUME 13—*Continued.*

- Lieutenant-Colonel Pinault, March 16th, 1900. 33. The authority under the law forbidding a Canadian who chances to be a militia officer, not of the Permanent Corps, from volunteering to Great Britain to serve in South Africa. 34. The authority under the law authorizing General Hutton, as G. O. C., to reprimand a Canadian militia officer, not on duty, from volunteering to the Minister of Militia of Canada, to raise a corps for the service of Great Britain. 35. The legal authority for General Hutton, through Colonel Foster, *vide* letter of September 19th to Colonel Hughes, to use the language:—"but as officer commanding a Battalion it would, I am sure, be quite impossible for any general to overlook the character of your letter (September 2nd), which from a military point of view, could only be considered as inconsistent with discipline." 36. The legal authority of Major General Hutton for stating (October 9, 1899), "No officer has the right to dispute the authority of the Major General Commanding as his superior officer, or to question his action; still less that of the Governor General, the representative of Her Majesty in Canada." 37. Reports or recommendations of General Hutton producing changes in the command of the R.C.R.I. in 1899. 38. Report of Colonel Herkimer showing that General Hutton declined to treat as official or public, a telegram and a letter written in his capacity as Major General to Colonel Herkimer, the General claiming he had the right to regard them not as official, but private, and that they were not binding on him. 39. The "authority" referred to in the letter of Colonel Hughes to General Hutton (*vide* D.O.C.), September 2, 1900, in paragraphs (a.) to (g.) 40. The following letters and data: (a.) General Hutton to Minister of Militia, October, 26, 1899. (b.) Colonel Hughes to General Hutton, October 27, 1899. (c.) General Hutton (C.S.O.) to Colonel Hughes, October, 28, 1899. (d.) General Hutton (C.S.O.) to Colonel Otter *re* Lieutenant-Colonel Hughes going to South Africa, &c., October, 1899, and October, 29, 1899, and October 30, 1899. (e.) General Hutton to the Deputy Minister of Militia, November, 14, 1899. (f.) Telegram January 31, 1900, C.S.O., to Colonel Sam. Hughes, Cape Town, *re* Strathcona Horse. (g.) General Hutton to Minister of Militia, February 2, 1900. Presented 28th May, 1903.—*Mr. Hughes (Victoria)*.....*Not Printed.*
95. Return to an order of the House of Commons, dated 18th May, 1903, for copies of all papers, letters, telegrams or other documents, relating to the purchase of land for a drill shed in the town of Woodstock, N.B. And also copies of all papers, letters, telegrams or other documents, relating to the construction of a drill shed on said land. Presented 28th May, 1903.—*Mr. Sproule*....*Not printed.*
- 95a. Supplementary return to No. 95. Presented 2nd July, 1903.....*Not printed.*
96. Return to an order of the House of Commons, dated 29th May, 1903, for a copy of the Report of the Commissioners appointed to investigate an accident upon the Intercolonial Railway, near Windsor Junction, at 23 o'clock on 11th April, 1903. Presented 29th May, 1903.—*Mr. Clarke*....*Not printed.*
97. Return to an order of the House of Commons, dated 18th May, 1903, for a statement setting forth: 1. The quantity of refined sugar imported into Canada from 1st January to 31st December, 1902. 2. The quantity of raw sugar imported during the same period, and giving the name of the country whence such sugar was imported. Presented 1st June, 1903.—*Mr. Marcell (Bonaventure)*.  
*Not printed.*
98. Correspondence *re* winter steamers. Presented (Senate) 1st June, 1903, by Hon. R. W. Scott.  
*Not printed.*
99. Return to an address of the Senate, dated 13th May, 1902, for a statement showing: 1. The names of all the persons who have been appointed, or who have been recommended for the position of honorary colonels or honorary lieutenant-colonels in the volunteer force, designating the regiments to which they are or are to be attached, and mentioning the date of each nomination. 2. A statement of the service of each of the persons so appointed or recommended. 3. The names of all persons who have recommended such nominations, together with all the correspondence exchanged on this subject. 4. The names of the persons recommended who have not been appointed, distinguishing persons whose appointment has been refused from persons whose appointment has not yet been decided upon, and giving for each of these persons the cause of the refusal of or the delay in his appointment. Presented (Senate) 28th May, 1903.—*Hon. Mr. Landry*.....*Not printed.*
100. Return to an address of the Senate, dated 30th April, 1903, for copies of all correspondence and communications between the various labour organizations, or from any one on their behalf, and the department of labour, relating to the strikes that have occurred during the past year, or relating to any threatened strikes during the past year in Canada. Presented (Senate) 28th May, 1903.—*Hon. Mr. Gibson*.....*Not printed.*

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## CONTENTS OF VOLUME 13—*Continued.*

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- 101.** Return to an order of the House of Commons, dated 5th June, 1903, for a copy of the tenders received for a fast steamship service between Britain and Canada. Presented 5th June, 1903.—*Sir Richard Cartwright*. . . . . *Not printed.*
- 102.** Return to an order of the House of Commons, dated 1st June, 1903, for statement showing : 1. The value of fruit shipped to Europe in cold storage in each of the calendar years 1897, 1898, 1899, 1900, 1901, 1902. 2. The value of fruit shipped in cooled chambers to Europe in seasons 1901 and 1902, respectively. 3. In what further steamers were cooling plants placed in the season of 1902, if any. 4. In what further steamers were mechanical ventilating plants placed in the season of 1902, if any. 5. How much money has the government advanced to date, as bonus or subsidy to steamship companies, to induce them to put in ventilating apparatus, to enable them to carry in better condition perishable cargo, since 1896. 6. How much to induce them to put in cooling plants, since 1896. 7. How much to induce them to put in cold storage plants, since 1896. 8. Tracings of temperatures, as recorded by thermographs placed on ocean steamers by officers of the government, (a) in cold storage chambers ; (b) in cooled chambers ; (c) in ventilated chambers, if any ; (d) in other parts of steamers, if any, naming location. Presented 9th June, 1903.—*Mr. Smith (Wentworth)*. . . . . *Not printed.*
- 102a.** Return to an address of the Senate, dated 26th and 28th August, 1903, for papers relating to the ventilation of space in steamships used for storage during transportation of perishable products, such as apples and cheese—in so far as the department of agriculture is concerned. Presented (Senate) 24th September, 1903.—*Hon. Mr. Ferguson*. . . . . *Not printed.*
- 103.** Return to an address of the House of Commons, dated 30th March, 1903, for copies of tenders asked for and received for Quebec harbour improvements, during the last ten months ; of reports to council, correspondence, and plans prepared by the department of public works, in reference to such works. Presented 11th June, 1903.—*Mr. Tarte*. . . . . *Not printed.*
- 104.** Return to an address of the House of Commons, dated 30th March, 1903, for copies of all orders in council, and of all other documents and correspondence relating to the appointment of a commission instructed to secure a site for a dry dock in the port of Montreal ; likewise of the instructions given regarding that subject, the reports that may have been made, etc. Presented 11th June, 1903.—*Mr. Tarte*. . . . . *Not printed.*
- 105.** Return to an order of the House of Commons, dated 26th March, 1903, showing the number of buildings, or portions of buildings, rented or occupied by the government for offices or other purposes, in Ottawa, outside the departmental buildings ; from whom rented, terms of lease or leases, and rent being paid for each. Presented 11th June, 1903.—*Mr. Sproule*. . . . . *Not printed.*
- 106.** Return to an order of the House of Commons, dated 15th April, 1903, for copies of all engineers' reports, plans, specifications, estimates and correspondence in reference to surveys made on French River and Lake Nipissing. Also copies of all reports and surveys recently made on the Ottawa and Culbute Rivers. Presented 11th June, 1903.—*Mr. Murray*. . . . . *Not printed.*
- 107.** Return to an order of the House of Commons, dated 23rd March, 1903, for copies of all correspondence, letters, documents, specifications, plans concerning the deepening of the River Jésus, from the end of the isle to the end of the Pacific Bridge, on the said river, so as to allow the passage of vessels drawing five feet of water. Presented 11th June, 1903.—*Mr. Desjardins*. . . . . *Not printed.*
- 108.** Return to an address of the House of Commons, dated 30th March, 1903, for a copy of the contract made with Poupore & Malone, for the construction of a wharf at the foot of St. Mary's Current, in the port of Montreal ; and of any agreements modifying the original terms of said contract. Presented 11th June, 1903.—*Mr. Monk*. . . . . *Not printed.*
- 109.** Return to an address of the Senate, dated 27th May, 1903, for a copy of all the correspondence exchanged between the militia department, or the government of Canada, and the government of the province of Quebec, and the council of the city of Quebec, on the subject of the improvements to be made in the military riding school at Quebec, and its projected enlargement. Presented (Senate) 9th June, 1903.—*Hon. Mr. Landry*. . . . . *Not printed.*
- 110.** Return to an order of the House of Commons, dated 4th May, 1903, for a list of all permanent and temporary officials of the several branches of the department of the interior ; date of appointment, and their salaries, on the first day of July, 1902. Also a list of the permanent and temporary officials of the Indian branch of that department, on the first day of July, 1896. And also on the same date in 1902 with same particulars as to date of appointment and salaries. Presented 12th June, 1903.—*Mr. La Rivière*. . . . . *Not printed.*



CONTENTS OF VOLUME 13—*Continued.*

111. Return to an address, dated 1st June, 1903, for a statement showing, year by year, the quantity and value of pulp wood exported from the port of Three Rivers, from 1896 up to date; such statement to show the name of each exporter, as well as the quantity and value of the wood exported by each one, also year by year; and in the case of exporters not having declared the quantities to the customs officer, the statement to show the value by the cord upon which the total value has been based, as declared by the exporters. Presented (Senate) 15th June, 1903.—*Hon. Mr. Landry*. . . . .*Not printed.*
112. Return to an address, dated 1st May, 1903, for a copy of all documents whatsoever relating to the commutation of the sentence of death pronounced against Joseph A. Mathurin, including therein the report of the judge who presided at the trial, the permission of the judge for the production of such report having been previously obtained. Presented (Senate) 15th June, 1903.—*Hon. Mr. Landry*.  
*Not printed.*
113. Return to an order of the House of Commons, dated 19th June, 1903, for copies of certain estimates in connection with the Canadian Northern Railway, as follows: 1. Approximate estimate of cost of line from Grandview to Edmonton—62 miles. 2. Approximate estimate of cost of construction from 100 miles east of Prince Albert to Prince Albert. Presented 19th June, 1903.—*Hon. A. G. Blair*.  
*Printed for both distribution and sessional papers.*
114. Return to an order of the House of Commons, dated 23rd June, 1903, for a copy of the report of the commissioners appointed to make an investigation into the accident which happened at West Lorne Station of the Lake Erie and Detroit River Railway on April 29th last. Presented 23rd June, 1903.—*Hon. A. G. Blair*. . . . .*Not printed.*
115. Return to an order of the House of Commons, dated 24th June, 1903, for a statement showing: 1. The number of men employed by the customs department at each port in the Dominion on the 1st day of May, 1900. 2. The number of said men who were transferred to the statistical staff at Ottawa between the 1st May and 1st September, 1900. 3. The number of men in the employ of the customs department at each of the ports of the Dominion on the 1st day of May, 1903. Presented 24th June, 1903.—*Mr. Taylor*. . . . .*Not printed.*
116. Return to an address of the House of Commons, dated 11th May, 1903, for copies of all orders in council, memorials, letters, telegrams, and other correspondence, and all other documents and communications in writing, between the 1st day of January, 1897, and the 1st day of May, 1903, relating to, or concerning, or in any way having reference to the granting of provincial autonomy to the North-west Territories; or the creation of the said territories into a province, or provinces. Presented 26th June, 1903.—*Mr. Borden (Halifax)*. . . . .*Printed for both distribution and sessional papers.*
- 116a. Supplementary return to No. 116. Presented 24th July, 1903.  
*Printed for both distribution and sessional papers.*
- 116b. Further supplementary return to No. 116. Presented 13th October, 1903.  
*Printed for both distribution and sessional papers.*
117. Return to an order of the House of Commons, dated 30th March, 1903, of all sales of school lands in Manitoba and the North-west Territories since 1896, showing: 1. Date of sale. 2. Place where the sale occurred. 3. Name of auctioneer. 4. Total amount of purchase money. 5. Total amount paid at time of sale. 6. Total amount paid since time of sale. 7. Total amount still due for principal and interest, respectively. 8. Total amount of sale by each auctioneer. 9. Total amount paid to each auctioneer for his services. Presented 29th June, 1903.—*Mr. Roche (Marquette)*. . . . .*Not printed.*
118. Return to an order of the House of Commons, dated 11th May, 1903, for copies of petitions, engineers' reports, estimates and correspondence, in reference to the building of a pier at or near Carlton Point, Prince county, Prince Edward Island, in connection with promoting the efficiency of winter communication between Prince Edward Island and the mainland. Presented 2nd July, 1903.—*Mr. Lefurgey*. . . . .*Not printed.*
119. Return to an order of the House of Commons, dated 11th May, 1903, for copies of all reports, correspondence, petitions and papers, filed in the department of public works, or other department, in the matter of the lowering or regulating of the water of Lakes Simcoe and Couchiching; and the relieving of lands in the townships of Mara, Rama and Morrison, from floods occasioned by the overflow of said lakes. Presented 2nd July, 1903.—*Mr. Grant*. . . . .*Not printed.*
20. Return to an order of the House of Commons, dated 30th March, 1903, for copies of all papers, letters, telegrams, contracts, specifications, and correspondence of every description whatever, between the minister of public works, or any other member of the government, and the contractors,

CONTENTS OF VOLUME 13—*Continued.*

- sub-contractors, and other parties, in connection with the repairs to the post office, and the building of a new retaining wall, in connection with the post office, in the town of Woodstock, N.B. Presented 2nd July, 1903.—*Mr. Ingram* ..... *Not printed.*
121. Return to an order of the House of Commons, dated 8th April, 1903, for a statement showing amount expended each year since the 30th June, 1890, on public works of all kinds in Toronto, including Toronto harbour; showing the nature of each class of work in respect of which such expenditure has been made. Presented 2nd July, 1903.—*Mr. Grant*..... *Not printed.*
122. Return to an order of the House of Commons, dated 18th May, 1903, for a copy of the receipt given for price of acquisition of site of new post office at L'Assomption; copies of all cheques issued in payment of any sums expended in connection with the purchase of site of said new post office, or expenses connected therewith. Presented 2nd July, 1903.—*Mr. Monk*..... *Not printed.*
- 122a. Return to an address of the House of Commons, dated 18th May, 1903, for copies of all letters addressed to the government by Rudolph Arbour, Phineas Viger, Vital Racette, Joseph Ed. Duhamel, Charlemagne Laurier, M.P., and all answers thereto, in respect to a new post office for the town of L'Assomption, in regard to the contract for the acquisition of a post office site. Also a copy of the contract of sale; copies of tenders for building said post office, and of all reports sent in by the architect, in reference to said site and new building. Presented 2nd July, 1903.—*Mr. Monk*.  
..... *Not printed.*
123. Return to an order of the House of Commons, dated 28th April, 1902, showing the amount of money spent on the St. Lawrence River from Montreal to Quebec, with the object of making Montreal a national port. Presented 2nd July, 1903.—*Mr. Davis*..... *Not printed.*
124. Copy of the contract for steamer service between the dominion of Canada and South Africa. Presented 7th July, 1903, by Sir Richard Cartwright..... *Not printed.*
125. Return to an address of the House of Commons, dated 11th May, 1903, for copies of all correspondence, orders in council, and other documents, in anywise relating to improvements or work done by the government of the United States: 1st. In the Detroit River and Lake Erie. 2nd. In other international waters. Presented 10th July, 1903.—*Mr. Cowan*..... *Not printed.*
126. Return to an address of the House of Commons, dated 4th May, 1903, for copies of all correspondence between the city of Vancouver and other persons, and the government of the Dominion, or any member thereof, relating to grant or lease of False Creek. Presented 13th July, 1903.—*Mr. Earle*..... *Not printed.*
127. Return to an order of the House of Commons, dated 1st June, 1903, for copies of all papers and documents connected with the enumeration of the parish of Kars, King's County, N.B., in the Census of 1901; including copies of all correspondence between the Rev. Joseph McLeod, D.D., and Census Commissioner Blue, in relation thereto. Presented 13th July, 1903.—*Mr. Lancaster*.  
..... *Not printed.*
128. Return to an address of the House of Commons, dated 11th May, 1903, for copies of all orders in council, and all correspondence in connection therewith, respecting the purchase in Canada, by or through the government of Canada, or any department, or officer thereof, of any horses, hay, oats, material, supplies, animals, or merchandise, for the Imperial government, or any department, or officer thereof, during the years 1900, 1901 and 1902. Presented 15th July, 1903.—*Mr. Borden (Halifax)*..... *Not printed.*
129. Return to an address of the Senate, dated 1st of June, 1903, for a statement showing, year by year, the quantities of each kind of wood entered at the port of Ottawa for exportation, since 1892 up to date. A similar statement for the port of Montreal. A similar statement for the port of Three Rivers. A similar statement for the port of Quebec. Presented (Senate) 15th July, 1903.—*Hon. Mr. Landry*..... *Not printed.*
130. Return to an address of the Senate, dated 1st of June, 1903, for a statement showing, year by year, from 1896 up to date, the number of saw-logs and of other pieces of wood which have passed through the St. Maurice slides, distinguishing the number of pieces stopped respectively at Grandes Piles, Grand'Mère, and at the Shawenegan Falls (to be used at each of these localities or forwarded from each of these localities), from the number of pieces taken down as far as Three Rivers. Presented (Senate) 15th July, 1903.—*Hon. Mr. Landry*..... *Not printed.*
131. Return to an order of the House of Commons, dated 22nd July, 1903, for a copy of the Report of the British Columbia Salmon Commission. Presented 22nd July, 1903.—*Hon. J. R. Préfontaine*.  
..... *Not printed.*



CONTENTS OF VOLUME 13—*Continued.*

- 132.** Return to an order of the House of Commons, dated 24th July, 1903, covering map showing : 1. Odd sections finally reserved for the Qu'Appelle, Long Lake and Saskatchewan Railway and Steamboat Company for selection of its land grant. 2. Original tract reserved for same purpose, and also map showing : 3. Area available throughout the whole North-west Territories out of which the company was authorized to select its land grant, as per letter of 25th January, 1900, of the minister of the interior, with copy of such letter. Presented 24th July, 1903.—*Mr. Sifton*..... *Not printed.*
- 132a.** Partial return to an address of the House of Commons, dated 4th May, 1903, for copies of all papers, orders in council, letters and correspondence, between the government, or any member thereof, in reference to land granted to the Qu'Appelle, Long Lake and Saskatchewan Railway Company; and also all letters, papers, correspondence, and orders in council, if any, with the Saskatchewan Land Company, in reference to their acquisition of the land granted to said Qu'Appelle, Long Lake and Saskatchewan Railway Company. And also as to their acquisition of the even-numbered sections within the territory granted to said railway company. Presented 24th July, 1903.—*Mr. LaRivière*..... *Not printed.*
- 132b.** Supplementary return to 132a. Presented 21st August, 1903..... *Not printed.*
- 133.** Return to an order of the House of Commons, dated 24th July, showing copies of papers of record in the department of the interior, with regard to the claims of Mr. Amos Barnes, for damages with respect to land occupied by him at East Selkirk, Manitoba. Presented 24th July, 1903.—*Mr. Sifton*..... *Not printed.*
- 134.** Return to an address of the House of Commons, dated 1st June, 1903, for copies of all communications addressed to the government, or to any minister, in relation to the grant of fishing rights in James Bay, or Hudson's Bay, to Archibald McNee, of Windsor, Ontario. Copies of all answers thereto, and any communications relating to the transfer of said lease. Presented 24th July, 1903.—*Mr. Lancaster*..... *Not printed.*
- 135.** Return to an order of the House of Commons, dated 11th May, 1903, for copies of all reports, correspondence, petitions and papers that are to be found in the department of marine and fisheries, or in any other department, concerning the construction and placing of fish-ladders in the Rivière du Nord, crossing the county of Two Mountains, from its confluence with the Ottawa River, at St. André, in the county of Argenteuil, to St. Jerome, in the county of Terrebonne, for the purpose of preventing the destruction of fish in the Rivière du Nord. Presented 24th July, 1903.—*Mr. Ethier*..... *Not printed.*
- 136.** Return to an order of the House of Commons, dated 1st June, 1903, for a copy of all returns from the local clerks of court, or other officers of the government, in the North-west Territories, showing number, names, occupations, residence, etc., of all persons naturalized in the North-west Territories during the past ten years, or any portion thereof; as well as all other information contained in such returns. Presented 31st July, 1903.—*Mr. Borden (Halifax)*..... *Not printed.*
- 137.** Return to an address of the Senate, dated 15th July, 1903, showing the amount of customs and excise duties collected at the several ports of entry in the North-west Territories for the year ending the 30th June last. Presented (Senate) 31st July, 1903.—*Hon. Mr. Perley*..... *Not printed.*
- 138.** Return to an order of the House of Commons, dated 4th August, 1903, for a copy of a Memorandum on the Status of the Question of Fishery Rights between the Federal and Provincial Governments. Presented 4th August, 1903.—*Hon. J. R. Préfontaine*..... *Not printed.*
- 139.** Return to an order of the House of Commons, dated 5th August, 1903, containing the following maps : 1. Short Line Survey, Rivière Ouelle and Edmunston. 2. Short Line Railway, from height of land to Long Lake. Presented 5th August, 1903.—*Sir Wilfrid Laurier*..... *Not printed.*
- 140.** Return to an order of the House of Commons, dated 1st June, 1903, giving : 1. The total number of Intercolonial freight cars in use on connecting lines on the first day of March, 1902, and the first day of March, 1903, respectively, or the nearest dates to these that the car mileage reports are prepared; the list of roads using these cars at the dates named, and the number in use on each road; and the number of days such cars have been in use on such roads. 2. The number of cars belonging to connecting lines in use on the Intercolonial on the first of March, 1902, and the first of March, 1903; the names of the roads owning or controlling these cars, and the number of days such cars have been in use on the Intercolonial on these dates. Presented 5th August, 1903.—*Mr. Haggart*..... *Not printed.*
- 141.** Return to an order of the House of Commons, dated 1st June, 1903, giving : 1. The number of ties that have been issued in the sidings and on the main lines of the Intercolonial Railway, and charged to the capital account, for the years 1900-01 and 1901-02, and to the first of April, 1903. 2. Also as to the number of ties purchased between the 30th June, 1902, and the first of April, 1903.

CONTENTS OF VOLUME 13—*Concluded.*

The list of names from whom purchased, and the quality and prices paid. 3. The number of ties that have been actually used in the track, between the 30th of June, 1902, and the first of April, 1903, and charged to ordinary maintenance. Presented 5th August, 1903.—*Mr. Haggart.*

*Not printed.*

142. Return to an address of the House of Commons, dated 25th August, 1903, for copies of cablegrams that passed between the Honourable the Secretary of State for the Colonies and His Excellency, relative to the publication of the proceedings of the Colonial Conference. Presented 25th August, 1903.—*Sir Wilfrid Laurier.*.....*Not printed.*

143. Return to an order of the House of Commons, dated 15th September, 1903, for copies of the report on the resources of the country between Quebec and Winnipeg along the line of the National Transcontinental Railway. Presented 15th September, 1903.—*Sir Wilfrid Laurier.*

*Printed for both distribution and sessional papers.*

144. Return to an address of the House of Commons, dated 18th May, 1903, for copies of the correspondence exchanged between the Dominion government and that of the province of Quebec regarding the following claims produced by the latter: 1. \$1,425,855, being the share of the province of Quebec in the indemnity paid by the United States government as a compensation for the advantages accorded to American fishermen. 2. \$490,000, indemnity due to the province of Quebec for leases and licenses granted by the federal government to fish in the interior and salt waters within the limits of the said province. Presented 11th September, 1903.—*Mr. Lemieux.*

*Not printed.*

145. Return of the regulations made by the governor in council under the authority of section 47 of the Dominion Lands Act, applicable or relating to the Yukon territory. Presented 10th October, 1903, by Sir Wilfrid Laurier.....*Not printed.*

146. Copy of correspondence respecting the arrangements entered into between the department of the interior and the North Atlantic Trading Company, for the promotion of emigration to Canada from the continent of Europe. Presented 16th October, 1903, by Hon. J. Sutherland...*Not printed.*

147. Return to an address of the Senate, dated 7th October, 1903, for a copy of the returns to the finance department for the years 1896 and 1897 of the Mutual Reserve Fund Life Association. Presented (Senate) 16th October, 1903.—*Hon. Mr. Donville.*.....*Not printed.*

- 147a. Return to an address of the Senate, dated 2nd October, 1903, for a statement of the affairs of the Mutual Reserve Life Insurance Company of New York, as last sent to the insurance department. Presented (Senate) 16th October, 1903.—*Hon. Mr. Donville.*.....*Not printed.*

148. Papers in connection with the Quebec bridge. Presented 20th October, 1903, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

149. Correspondence and papers in relation to the Alaska boundary question. Presented 22nd October, 1903, by Sir Wilfrid Laurier.....*Printed for both distribution and sessional papers.*

150. Report of the commissioners appointed to examine the cattle guards in use on the principal lines of railway in Canada and the United States, and also of such inventions of this nature as were presented. Presented 22nd October, 1903, by Hon. W. S. Fielding.....*Not printed.*

151. Return to an address of the Senate, dated 15th June, 1903, for copies of all orders in council, correspondence, reports and recommendations of the warehouse commissioner, and other documents in anywise relating to the Grain Act, since January, 1901. Presented (Senate) 31st August, 1903.—*Hon. Mr. Young.*.....*Not printed.*

152. Memorandum of settlement terms of the agreement made between the government of Canada and the Government of Manitoba for the settlement of the school question. Presented (Senate) 3rd September, 1903, by Hon. R. W. Scott.....*Not printed.*

153. Return to an address of the Senate, dated 3rd September, 1903, for a copy of the agreement referred to by the Honourable Mr. Roblin, in his interview with the gentlemen who composed the catholic deputation, as having been entered into and signed by Sir Wilfrid Laurier, representing the Dominion Government, on one side, and Honourable Mr. Clifford Sifton, representing the province of Manitoba, on the other side, together with a copy of the "reply given in writing to the memorial of the delegates, by the premier, Sir Wilfrid Laurier, and the minister of justice, the Honourable Mr. Fitzpatrick," and that, if no written reply was given by the premier, the senate be informed of the character of the demands made by said deputation, and of the answer given by, or of the action taken thereon, by the premier and the minister of justice. Presented (Senate) 24th September, 1903.—*Hon. Mr. Bernier.*.....*Not printed.*



# LIST OF VESSELS

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# LISTE DES NAVIRES

# LIST OF SHIPPING

ISSUED BY THE

# DEPARTMENT OF MARINE AND FISHERIES

BEING A

# LIST OF VESSELS

ON THE

REGISTRY BOOKS OF THE DOMINION OF CANADA

ON THE

31<sup>st</sup> DAY OF DECEMBER

1902



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY

1903



# LISTE DES NAVIRES

ÉMISE PAR LE

# MINISTÈRE DE LA MARINE ET DES PÊCHERIES

ÉTANT UNE

# LISTE DES NAVIRES

INSCRITS SUR LES

# LIVRES D'ENREGISTREMENT DU CANADA

LE

31<sup>e</sup> JOUR DE DÉCEMBRE

1902



OTTAWA

IMPRIMÉ PAR S. E. DAWSON, IMPRIMEUR DE SA TRÈS EXCELLENTE  
MAJESTÉ LE ROI

1903

## REPORT ON SHIPPING.

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To the Honourable

RAYMOND PREFONTAINE,

Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith the Twelfth List of Shipping issued by this Department, being a list of the vessels whose names remained on the registry books of the Dominion of Canada on the 31st day of December, 1902, giving the name of each ship, her official number, the port at which she was then registered, her rig, where she was built, the year in which she was built, her register dimensions and her register tonnage. In the case of steamers, the list shows the gross tonnage as well as the net tonnage of each steamship. The list also shows the name and address of the owner of each vessel, but in cases where there are more than one owner, the name and address of the managing owner, if known, is given.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1902, including old and new vessels, sailing vessels, steamers and barges, was 6,836, measuring 652,613 tons register tonnage, being an increase of 44 vessels, and a decrease of 11,870 tons register, as compared with 1901. The number of steamers on the registry books on the same date was 2,289 with a gross tonnage of 303,353 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on the 31st December last, would be \$19,578,390.

The number of new vessels built and registered in the Dominion of Canada during the last year was 316, measuring 30,216 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$1,359,720 for new vessels.

A statement follows, showing the number of vessels and number of tons on the register books at the different ports of registry in the Dominion, on the 31st December last, along with a comparative statement of the tonnage from 1874 to 1902. A statement is also published of the number of vessels built and registered in the Dominion during the last year, and a comparative statement of the number of new vessels built and registered from 1874 to 1902, both inclusive. A comparative statement is also given of the tonnage of the Maritime States of the world.



## RAPPORT SUR LA MARINE MARCHANDE.

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A l'Honorable RAYMOND PRÉFONTAINE,  
Ministre de la Marine et des Pêcheries.

MONSIEUR,—J'ai l'honneur de présenter la douzième liste de la marine publiée par ce département, étant une liste de vaisseaux dont les noms sont inscrits sur les registres de la Puissance du Canada au 31 décembre 1902, donnant le nom de chaque vaisseau, son numéro officiel, le port où il fut enregistré, son grément, l'année qu'il fut bâti, ses dimensions enregistrées et son tonnage enregistré. La liste, dans le cas des vaisseaux mûs par la vapeur, montre le tonnage brut ainsi que le tonnage enregistré de chaque vaisseau. La liste donne aussi le nom et l'adresse du propriétaire de chaque navire, mais dans les cas où il y a plus d'un propriétaire, le nom et l'adresse du propriétaire gérant sont donnés s'ils sont connus.

Le nombre total des navires inscrits sur les registres du Canada, au 31 décembre 1902, comprenant les vieux et les neufs, les voiliers, les navires à vapeur et les barges, était de 6,836 d'un tonnage de 652,613 tonneaux enregistrés, ce qui forme une augmentation de 44 vaisseaux et une diminution de 11,870 tonneaux enregistrés pour l'année 1902 comparée à 1901. Le nombre de steamers portés sur les registres à la même date était de 2,289, d'un tonnage brut de 303,353 tonneaux. En calculant sur le pied d'une moyenne de \$30 par tonneau, la valeur du tonnage enregistré au Canada le 31 décembre dernier serait de \$19,578,390.

Le nombre des navires construits et enregistrés au Canada, l'année dernière, a été de 316 de 30,216 tonneaux enregistrés. En estimant la valeur du nouveau tonnage à \$45 le tonneau, on a une valeur totale de \$1,359,720 pour les navires neufs.

On trouvera ci-joint un état indiquant le nombre de vaisseaux, le tonnage enregistré aux différents ports d'enregistrement du Canada, au 31 décembre dernier, avec un tableau comparatif du tonnage de 1874 à 1902. Un état est aussi publié donnant le nombre de vaisseaux construits et enregistrés au Canada l'année dernière et un tableau comparatif des vaisseaux construits et enregistrés de 1874 à 1902 inclusivement. Un tableau comparatif est aussi donné du tonnage des puissances maritimes de l'univers.

2-3 EDWARD VII., A. 1903

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on December 31, 1902.

## PROVINCE OF NEW BRUNSWICK.

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres du Canada, le 31 décembre 1902.

## PROVINCE DU NOUVEAU-BRUNSWICK.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Chatham .....	341	43	2,100	7,334
Dorchester .....	5			1,661
Moncton .....	13	1	20	1,625
Richibucto .....	19	4	129	2,110
Sackville .....	11	3	65	597
St. Andrews .....	151	7	591	3,058
St. John .....	377	71	7,086	48,220
Total .....	917	129	9,991	64,605

## PROVINCE OF NOVA SCOTIA—PROVINCE DE LA NOUVELLE-ECOSSE.

Amherst .....	5			118
Annapolis .....	46	1	32	5,226
Arischat .....	105	2	71	3,644
Barrington .....	46	2	59	1,461
Canso .....	25			560
Digby .....	121	4	128	4,838
Guyshoro' .....	16			629
Halifax .....	432	60	7,499	19,348
Liverpool .....	82	3	185	7,741
Lunenburg .....	331	7	568	30,692
Maitland .....	21			13,715
Parrsboro' .....	129	3	259	30,565
Pictou .....	60	22	3,112	6,493
Port Hawkesbury .....	72	3	131	2,243
Port Medway .....	21	1	138	1,978
Shelburne .....	80	3	68	4,668
Sydney .....	99	17	979	6,505
Truro .....	1			122
Weymouth .....	35	1	21	2,074
Windsor .....	111	15	2,850	49,753
Yarmouth .....	199	28	4,450	20,594
Total .....	2,037	172	20,530	212,967

## PROVINCE OF QUEBEC—PROVINCE DE QUÉBEC.

Amherst (Magdalen Islands) .....	15			505
Gaspé .....	30			1,412
Montreal .....	576	206	55,806	91,347
Pasadena .....	13	3	88	1,078
Quebec .....	654	154	21,966	42,318
Total .....	1,288	363	77,860	136,660



## SESSIONAL PAPER No. 21b

STATEMENT showing the number of Vessels and number of Tons on the Registry Books,  
&c.—*Continued.*

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres,  
etc.—*Suite.*

## PROVINCE OF ONTARIO—PROVINCE DE L'ONTARIO.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Amherstburg.....	11	7	196	242
Belleville.....	18	14	309	612
Bowmanville.....	2			282
Brockville.....	24	23	521	327
Chatham.....	22	15	585	699
Cobourg.....	5	1	23	489
Collingwood.....	73	71	10,556	7,548
Cornwall.....	2	2	46	32
Descronto.....	16	11	1,300	1,398
Dunnville.....	1			57
Goderich.....	37	29	971	1,362
Hamilton.....	49	41	6,114	5,026
Kingston.....	174	88	11,030	23,415
Lindsay.....	51	31	859	1,855
Napanee.....	1			122
Oakville.....	1			26
Ottawa.....	364	197	20,559	28,723
Owen Sound.....	43	40	7,647	5,351
Peterborough.....	39	35	997	890
Picton.....	20	11	2,884	3,492
Port Arthur.....	26	25	3,553	2,342
Port Burwell.....	6	5	54	95
Port Dover.....	12	7	201	590
Port Hope.....	47	28	1,956	3,979
Port Rowan.....	5	2	35	271
Port Stanley.....	9	9	1,346	840
Prescott.....	39	16	995	7,076
Rat Portage.....	14	14	637	353
Sarnia.....	35	28	9,042	7,023
Saugeen.....	14	12	593	607
Sault Ste. Marie.....	38	33	1,916	6,939
St. Catharines.....	92	59	4,588	9,976
Toronto.....	320	240	27,674	24,921
Wallaceburg.....	32	18	1,222	2,463
Whitby.....	3			514
Windsor.....	54	26	7,201	6,512
Total.....	1,699	1,138	125,610	156,449

## PROVINCE OF PRINCE EDWARD ISLAND—PROVINCE DE L'ILE DU PRINCE-EDOUARD.

Charlottetown.....	156	16	3,272	13,464
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2-3 EDWARD VII., A. 1903

STATEMENT showing the number of Vessels and number of Tons on the Registry Books,  
&c.—*Concluded.*

ETAT indiquant le nombre des navires et leur tonnage, inscrits sur les registres,  
etc.—*Fin.*

## PROVINCE OF BRITISH COLUMBIA—PROVINCE DE LA COLOMBIE-BRITANNIQUE.

Name of Port. Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Number of Steamers. — Nombre de vapeurs.	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net
New Westminster.....	154	90	6,503	9,326
Vancouver.....	185	140	16,781	16,280
Victoria.....	245	129	31,766	32,686
Total.....	584	359	55,050	58,292

## PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.

Winnipeg.....	139	97	7,030	7,536
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## YUKON DISTRICT—DISTRICT DU YUKON.

Dawson City.....	16	15	4,010	2,640
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## SUMMARY—SOMMAIRE.

New Brunswick.....	917	129	9,991	64,605
Nova Scotia.....	2,037	172	20,530	212,967
Quebec.....	1,288	363	77,860	136,660
Ontario.....	1,699	1,138	125,610	156,449
P. E. Island.....	156	16	3,272	13,464
British Columbia.....	584	359	55,050	58,292
Manitoba.....	139	97	7,030	7,536
Yukon District.....	16	15	4,010	2,640
Grand Total.....	6,836	2,289	303,353	652,613



## SESSIONAL PAPER No. 21b

COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on the 31st December, in each Year, from 1874 to 1902, both inclusive.

ETAT COMPARATIF montrant le nombre de navires et le tonnage net inscrits dans les livres de registres du Canada, pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1902, les deux comprises.

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	335,965
Nova Scotia ...	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579	3,003	553,368
Quebec .....	1,837	218,946	1,831	222,965	1,902	228,502	1,951	248,399	1,676	248,349
Ontario .....	815	113,008	825	114,990	889	123,947	926	131,761	958	135,440
P. E. Island...	312	48,388	335	50,677	338	50,692	342	55,547	322	54,250
B. Columbia...	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482
Manitoba .....			2	178	2	178	6	246	17	1,161
Total .....	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468	7,169	1,333,015

	1879.		1880.		1881.		1882.		1883.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,135	340,491	1,097	336,976	1,087	333,215	1,065	308,980	1,107	315,906
Nova Scotia ...	2,975	552,159	2,977	550,448	3,025	558,911	3,026	546,778	3,037	541,715
Quebec .....	1,975	246,025	1,889	233,341	1,830	224,936	1,754	215,804	1,739	216,577
Ontario .....	1,006	136,987	1,042	137,481	1,081	139,998	1,112	137,061	1,133	140,972
P. E. Island...	298	49,807	288	45,931	273	45,410	248	41,684	241	49,446
B. Columbia...	60	4,701	63	5,049	74	6,296	84	7,687	94	9,046
Manitoba .....	22	1,924	21	1,992	24	2,130	23	2,783	24	2,778
Total .....	7,471	1,332,094	7,377	1,311,218	7,394	1,310,896	7,312	1,260,777	7,375	1,276,440

	1884.		1885.		1886.		1887.		1888.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,096	308,132	1,060	288,589	1,042	269,224	1,027	255,126	1,009	239,332
Nova Scotia ...	2,942	544,048	2,988	541,832	2,929	526,921	2,845	498,878	2,851	485,709
Quebec .....	1,628	202,842	1,631	203,635	1,650	232,556	1,586	189,064	1,498	178,520
Ontario .....	1,184	142,387	1,223	144,487	1,248	140,929	1,275	139,548	1,330	139,502
P. E. Island...	234	39,213	227	36,040	225	30,658	225	29,031	218	26,586
B. Columbia...	116	11,403	123	11,834	134	11,900	149	12,789	167	14,249
Manitoba .....	55	5,722	63	5,439	65	5,578	71	5,871	69	5,744
Total .....	7,255	1,253,747	7,315	1,231,856	7,293	1,217,766	7,178	1,130,307	7,142	1,089,642

	1889.		1890.		1891.		1892.		1893.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,013	218,873	981	209,460	969	193,193	946	181,779	1,010	156,086
Nova Scotia ...	2,855	464,431	2,793	464,194	2,778	461,758	2,731	425,690	2,715	396,263
Quebec .....	1,455	168,500	1,399	164,003	1,404	162,330	1,408	162,638	1,426	161,121
Ontario .....	1,352	141,839	1,312	138,738	1,345	138,914	1,347	141,750	1,370	146,665
P. E. Island...	224	25,506	231	26,080	195	23,316	196	22,706	188	20,970
B. Columbia...	176	15,241	196	16,024	246	19,767	298	23,448	315	24,900
Manitoba .....	77	6,091	79	6,475	78	6,197	81	6,118	89	6,534
Total .....	7,152	1,040,481	6,991	1,024,974	7,015	1,005,475	7,007	964,129	7,113	912,539

2-3 EDWARD VII., A. 1903

COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, &c.—*Concluded.*

ETAT COMPARATIF montrant le nombre de navires et le tonnage net inscrits dans les livres de registres du Canada, etc.—*Fin.*

Provinces	1894.		1895.		1896.		1897.		1898.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,003	136,257	975	122,417	964	115,506	923	103,584	903	89,257
Nova Scotia . . .	2,710	371,432	2,683	343,356	2,669	317,526	2,204	283,056	2,167	262,176
Quebec . . . . .	1,427	160,590	1,454	158,776	1,469	153,649	1,480	158,077	1,378	144,447
Ontario . . . . .	1,480	148,525	1,508	148,609	1,525	146,522	1,424	135,349	1,452	134,180
P. E. Island . . .	191	19,650	190	19,323	174	16,540	174	15,812	178	15,979
B. Columbia . . .	336	26,455	346	25,988	363	26,622	364	28,604	444	40,304
Manitoba . . . .	98	6,715	106	7,307	115	7,934	115	7,272	121	7,439
Total . . . . .	7,245	869,624	7,262	825,776	7,279	789,299	6,684	731,754	6,643	693,782

	1899.		1900.		1901.		1902.	
New Brunswick . . . . .	920	86,288	927	78,708	915	75,293	917	64,605
Nova Scotia . . . . .	2,121	243,457	2,121	226,817	1,980	214,560	2,037	212,967
Quebec . . . . .	1,375	144,586	1,247	138,136	1,265	142,664	1,288	136,660
Ontario . . . . .	1,488	135,234	1,610	141,112	1,635	145,227	1,699	156,449
P. E. Island . . . . .	171	14,660	176	14,251	180	14,729	156	13,464
B. Columbia . . . . .	488	44,415	515	51,095	676	62,102	584	58,292
Manitoba . . . . .	126	9,108	128	7,147	130	7,445	139	7,536
Yukon District . . . . .	9	1,604	11	2,268	11	2,463	16	2,640
Total . . . . .	6,698	679,352	6,735	659,534	6,792	664,483	6,836	652,613



## SESSIONAL PAPER No. 21b

LIST of Ports at which Vessels may be Registered, showing the number of New Vessels Built and Registered in the Dominion of Canada, during the Year ended December 31, 1902.

## PROVINCE OF NEW BRUNSWICK.

LISTE des ports auxquels les navires peuvent être enregistrés, et indiquant le nombre des nouveaux navires construits et enregistrés au Canada, pendant l'année expirée le 31 décembre 1902.

## PROVINCE DU NOUVEAU BRUNSWICK.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.	Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
Chatham .....	11	272	PROVINCE OF ONTARIO—PROVINCE DE L'ONTARIO.		
Dorchester .....	Nil.	Nil.			
Moncton .....	Nil.	Nil.	Amherstburg .....	Nil.	Nil.
Richibucto .....	1	21	Belleville .....	Nil.	Nil.
Sackville .....	Nil.	Nil.	Bowmanville .....	Nil.	Nil.
St. Andrews .....	2	33	Brockville .....	Nil.	Nil.
St. John .....	9	729	Chatham .....	Nil.	Nil.
Total .....	23	1,055	Cobourg .....	Nil.	Nil.
			Collingwood .....	5	2,313
			Cornwall .....	Nil.	Nil.
			Deseronto .....	Nil.	Nil.
			Dunnville .....	Nil.	Nil.
			Goderich .....	2	67
			Hamilton .....	Nil.	Nil.
			Kingston .....	5	59
			Lindsay .....	7	142
			Morrisburg .....	Nil.	Nil.
			Napanee .....	Nil.	Nil.
			Oakville .....	Nil.	Nil.
			Ottawa .....	9	488
			Owen Sound .....	2	1,477
			Peterborough .....	4	49
			Pictou .....	Nil.	Nil.
			Port Arthur .....	1	80
			Port Burwell .....	Nil.	Nil.
			Port Colborne .....	Nil.	Nil.
			Port Dover .....	Nil.	Nil.
			Port Hope .....	Nil.	Nil.
			Port Rowan .....	Nil.	Nil.
			Port Stanley .....	1	149
			Prescott .....	Nil.	Nil.
			Rat Portage .....	1	29
			Sarnia .....	Nil.	Nil.
			Saugeen .....	2	45
			Sault Ste. Marie .....	3	3,352
			St. Catharines .....	2	49
			Toronto .....	14	470
			Wallaceburg .....	2	22
			Whitby .....	Nil.	Nil.
			Windsor .....	Nil.	Nil.
			Total .....	60	8,791

PROVINCE OF NOVA SCOTIA—PROVINCE  
DE LA NOUVELLE-ÉCOSSE.

Amherst .....	Nil.	Nil.
Annapolis .....	1	386
Arsicat .....	13	202
Barrington .....	Nil.	Nil.
Canso .....	4	1,111
Digby .....	11	221
Guysboro' .....	Nil.	Nil.
Halifax .....	14	435
Liverpool .....	10	1,516
Lunenburg .....	45	4,658
Maitland .....	3	507
Parrsboro' .....	10	2,835
Pictou .....	1	96
Port Hawkesbury .....	1	39
Port Medway .....	1	11
Shelburne .....	8	703
Sydney .....	2	21
Truro .....	Nil.	Nil.
Weymouth .....	1	40
Windsor .....	6	1,459
Yarmouth .....	9	587
Total .....	140	14,827

PROVINCE OF QUEBEC—PROVINCE DE  
QUEBEC.

Amherst (Magdalen Is- lands) .....	1	32
Gaspé .....	Nil.	Nil.
Montreal .....	11	947
Paspébiac .....	1	67
Quebec .....	23	944
Total .....	36	1,990

PROVINCE OF PRINCE EDWARD ISLAND  
—PROVINCE DE L'ÎLE DU PRINCE-  
ÉDOUARD.

Charlottetown .....	8	530
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LIST of Ports at which Vessels may be Registered, showing the number of new Vessels built and registered, &c.—*Concluded.*

PROVINCE OF BRITISH COLUMBIA.

LISTE des ports auxquels les navires peuvent être enregistrés et indiquant le nombre des nouveaux navires construits et enregistrés, etc.—*Fin.*

PROVINCE DE LA COLOMBIE-BRITANNIQUE.

Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.	Name of Port. — Nom du Port.	Total Number of Sailing Ships and Steamers. — Voiliers et vapeurs.	Total Net Tonnage of Sailing Ships and Steamers. — Total de tonnage net.
New Westminster . . . .	5	339	SUMMARY—SOMMAIRE.		
Vancouver . . . . .	25	1,160	New Brunswick . . . . .	23	1,055
Victoria . . . . .	6	1,051	Nova Scotia . . . . .	140	14,827
Total . . . . .	36	2,550	Quebec . . . . .	36	1,990
PROVINCE OF MANITOBA—PROVINCE DU MANITOBA.			Ontario . . . . .	60	8,791
Winnipeg . . . . .	10	137	Prince Edward Island . .	8	530
YUKON DISTRICT.			British Columbia . . . . .	36	2,550
Dawson City . . . . .	3	336	Manitoba . . . . .	10	137
			Yukon District . . . . .	3	336
			Total . . . . .	316	30,216



## SESSIONAL PAPER No. 21b

STATEMENT showing the Tonnage of each of the Maritime States of the World compiled from the Répertoire Général for 1902-1903.

TABLEAU du tonnage des navires de chacun des Etats maritimes du globe, extrait du Répertoire Général pour 1902-1903.

Nationality.	Steam- ers. — Vapeurs	Gross Tonnage of Steamers. — Tonnage brut des vapeurs.	Net Tonnage of Steamers. — Tonnage net des vapeurs.	Sailing Vessels. — Voiliers	Net Ton- nage of Sail- ing Vessels. — Tonnage net des voiliers.	Total Net Tonnage. — Tonneaux.
British, including Canada and the Colonies.....	8,147	13,706,101	8,232,651	7,227	2,242,578	10,475,229
American.....	820	1,504,022	1,021,928	5,882	1,438,354	2,460,282
German.....	1,399	2,657,931	1,642,891	1,212	536,925	2,179,816
Norwegian.....	913	878,073	545,451	1,876	808,935	1,354,386
French.....	849	1,142,330	576,524	1,791	479,967	1,056,491
Italian.....	376	724,435	458,047	1,578	530,168	988,215
Canadian (652, 613).....						
Russian.....	617	588,234	354,299	2,977	543,015	897,314
Spanish.....	486	751,327	486,216	594	99,233	585,449
Swedish.....	683	457,471	321,118	1,649	285,670	606,738
Dutch.....	340	570,080	363,505	702	118,633	482,138
Danish.....	382	442,951	269,026	908	131,885	400,911
Grecian.....	176	281,196	184,408	914	176,184	360,592
Japanese.....	514	551,117	344,990	1,520	173,518	518,508
Turkish.....	108	98,571	61,096	915	180,411	241,507
Austrian.....	256	525,492	328,213	129	33,087	361,300
Brazilian.....	221	136,105	86,677	341	76,660	163,337
Chilian.....	52	64,929	40,656	113	51,052	91,708
Belgian.....	158	169,444	114,925	13	3,090	118,015
Portuguese.....	44	47,887	29,801	278	55,930	85,731
Argentine.....	105	68,949	43,144	160	41,817	84,961
Hawaiian.....						
Peruvian.....	5	6,377	4,253	55	23,399	27,652
Chinese.....	42	58,390	36,936	12	1,661	38,597
Uruguay.....	31	22,773	15,379			15,379
Roumanian.....	26	20,754	12,700	23	4,207	16,907
Egyptian.....	8	5,463	3,438	6	1,481	4,919
Mexican.....	25	12,317	7,237	48	8,747	15,984
Nicaragua.....	2	783	420	18	9,827	10,247
Guatemala.....				12	3,060	3,060
Siamese.....	6	2,601	1,561	12	4,088	5,649
Venezuelan.....	11	5,943	3,493	17	2,911	6,404
Arabian.....				2	1,485	1,485
Haytian.....	5	2,122	893	14	2,471	3,364
Montenegrin.....				18	4,405	4,405
Colombian.....	1	881	457	4	1,254	1,711
Zanzibar.....	2	2,478	1,656			1,656
Persian.....	1	838	579	1	608	1,187
Bolivian.....				1	601	601
Bulgarian.....	2	1,977	1,295	1	110	1,405
San Domingo.....				8	1,235	1,235
Corean.....	3	1,545	1,168			1,168
Costa Rica.....	3	1,120	686	2	551	1,237
Sarawak.....	3	2,152	1,331		347	1,678
Liberian.....				3	916	916
Ecuador.....				1	257	257
Tunisian.....	1	75	11	2	514	525
San Salvador.....				3	514	514
Borneo.....						
Paraguay.....	1	282	232			232
Servian.....	1	264	112			112
Honduras.....	2	263	115	2	199	314
Cuban.....	43	38,280	24,753	121	11,510	36,263
Unknown.....	21	33,479	20,217	71	12,589	32,806
Oriental Republic.....				67	25,925	25,925
Total.....	16,891	25,587,802	15,644,488	29,304	8,131,984	23,776,472

2-3 EDWARD VII., A: 1903

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion  
1902, bothETAT COMPARATIF des nouveaux navires construits et enregistrés au Canada  
les deux

Provinces.	1874.		1875.		1876.		1877.		1878.		1879.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368	43	19,067
Nova Scotia.....	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784	126	39,208
Quebec.....	73	20,796	103	22,825	51	17,800	62	19,253	46	10,870	29	7,421
Ontario.....	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409	42	2,464
Prince Edward Island.....	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382	20	5,279
British Columbia.....	5	276	.....	.....	1	121	2	204	2	45	5	788
Manitoba.....	.....	.....	.....	.....	.....	.....	3	48	1	15	.....	.....
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered.....	481	183,010	481	151,012	416	127,700	430	118,985	339	100,873	265	74,227
Add new vessels which left Quebec for registration in Germany.....	6	7,746	.....	.....	3	2,721	2	1,943	1	663	.....	.....
Total .....	487	190,756	481	151,012	420	130,901	432	120,928	340	101,536	265	74,227

Provinces.	1889.		1890.		1891.		1892.		1893.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	50	4,792	35	5,572	43	6,269	21	1,873	119	2,819
Nova Scotia.....	126	19,645	150	33,907	130	35,528	105	16,446	111	15,089
Quebec.....	27	3,759	25	4,880	46	4,200	34	2,620	53	4,220
Ontario.....	45	3,259	41	4,917	44	2,662	34	3,684	49	4,126
Prince Edward Island.....	12	1,503	12	2,008	5	1,000	9	967	3	634
British Columbia.....	12	840	15	876	41	2,304	46	2,887	19	944
Manitoba.....	8	548	7	218	3	122	6	296	8	608
Yukon District.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered.....	280	34,346	285	52,378	312	52,145	255	28,773	362	28,440
Add new vessels which left Quebec for registration in Germany.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	280	34,346	285	52,378	312	52,145	255	28,773	362	28,440



## SESSIONAL PAPER No. 21b

of Canada during the Year ended December 31, in each Year, from 1874 to inclusive.

pendant l'année expirée le 31 décembre, dans chaque année, de 1874 à 1902, comprises.

1880.		1881.		1882.		1883.		1884.		1885.		1886.		1887.		1888.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
63	18,896	57	18,259	66	16,820	72	21,103	46	12,888	34	7,736	34	4,931	16	2,909	32	2,530
126	31,257	150	40,465	117	26,711	202	35,765	178	42,032	102	24,703	93	20,948	87	12,310	116	12,965
33	8,219	56	5,673	26	6,785	42	6,591	32	3,815	29	4,556	27	2,683	28	2,888	23	2,669
44	3,610	54	5,111	55	4,369	34	4,311	58	4,446	45	4,509	52	2,075	66	2,993	62	5,095
21	3,359	15	4,351	15	3,508	17	5,343	21	5,189	11	1,707	12	1,318	7	601	12	1,412
.....	.....	2	85	8	1,631	5	849	15	675	6	648	8	154	9	376	18	448
1	100	3	116	1	289	2	125	37	3,366	13	320	3	98	8	439	1	11
288	65,441	337	74,060	288	60,113	374	74,090	387	72,411	240	44,179	229	32,207	223	22,516	264	25,130
.....	.....	.....	.....	1	1,029	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
288	65,441	337	74,060	289	61,142	374	74,090	387	72,411	240	44,179	229	32,207	223	22,516	264	25,130

1894.		1895.		1896.		1897.		1898.		1899.		1900.		1901.		1902.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
40	2,534	27	714	24	627	33	1,738	31	790	31	798	22	762	25	1,141	23	1,055
128	8,721	89	4,762	97	7,704	54	4,259	67	4,962	92	7,594	117	9,416	133	14,660	140	14,827
55	4,412	49	4,335	36	3,969	49	4,227	51	4,139	35	5,943	50	4,301	43	7,421	16	1,990
64	3,137	52	3,732	38	1,757	50	3,850	46	1,872	52	3,419	58	3,734	62	2,665	60	8,791
3	183	1	196	3	111	3	226	5	372	3	56	3	106	6	589	8	530
25	1,900	18	1,709	22	1,466	26	2,429	72	12,228	51	2,734	43	3,837	62	7,728	36	2,550
11	356	14	822	7	512	16	365	6	159	13	554	3	109	3	112	10	137
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	61	1	165	3	336
326	21,243	250	16,270	227	16,146	231	17,094	278	24,522	277	21,098	297	22,326	335	34,481	296	30,216
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
326	21,243	250	16,270	227	16,146	231	17,094	278	24,522	277	21,098	297	22,326	335	34,481	296	30,216

F. GOURDEAU,  
Deputy Minister of Marine and Fisheries.

LIST of vessels whose names have been changed by Order in Council, under Section 21 of Chapter 72 of the Revised Statutes of Canada, during the year ended December 31, 1902.

LISTE des navires dont les noms ont été changés par Ordre en Conseil, d'après les dispositions de l'article 21, chapitre 72 des Statuts Révisés du Canada, durant l'année finissant le 31 décembre 1902.

Official Number.  Numéro matricule.	Present Name of Vessel.  Nom actuel du navire.	Port of Registry.  Port d'enregistrement.	Former Name of Vessel.  Ancien nom du navire.
107,961	Ada Mildred .....	Pictou, N.S. ....	Monitor.
100,598	Alexandra .....	Halifax. ....	Richelieu.
100,282	Alexandra .....	Peterborough. ....	Sunbeam.
	Beaupré .....	Montreal. ....	Montreal.
61,587	J. and L. Irving .....	Yarmouth .....	Lucretia Jane.
94,935	Kenosha .....	Lindsay. ....	Crandella.
103,682	Niska .....	Toronto .....	Wawonaissa.
103,480	Phoenix .....	Vancouver. ....	Clayoquot.
109,860	Princess May .....	" .....	Hating.
100,280	Rescue .....	Windsor, N.S. ....	Bahama.
112,263	Seaborn .....	Montreal. ....	Alma.
103,235	Swan .....	" .....	Cygne.
69,595	Valleyfield .....	" .....	Paul Smith.
	Wilfrid Plunkett .....	Cobourg. ....	Kate.



PART I  
STEAM VESSELS

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PARTIE I  
VAPEURS

2-3 EDWARD VII., A. 1903

## PART I.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, December 31, 1902.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, 31 décembre 1902.

*Abbreviations*—J.O., Joint owners. M.O., Managing owner. (a) Register closed during 1903 while list was in preparation. (b) Vessel reported to be sold.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.				Tonnage		Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Dimensions.			Gross. Brut.	Register. Registère.		
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						Ft. 10ths	Ft. 10ths	Ft. 10ths				
88,639	A. B. Cook	St. Catharines	1885	Port Robinson, Ont.	Screw—A helice	54 4	12 0	6 6	34	23	James Bampton, Welland, Ont.	
75,821	A. C. Whitney	Halifax	1873	Boston, Mass., U.S.A.	"	76 0	17 5	5 6	63	41	Halifax Tow Boat Co., Ltd., Halifax, N.S.	
97,014	A. D. Cross	St. Catharines	1897	Port Colborne, Ont.	"	49 0	16 0	8 9	47	32	Mrs. Ida M. Armstrong, Port Colborne, Ont.	
77,826	A. H. Jennie	Toronto	1882	Port Rowan, Ont	"	119 0	21 1	9 3	197	121	Agnes M. Britnell, Toronto, Ont.	
100,038	A. J. Tynon	"	1892	Toronto, Ont	"	130 5	21 6	8 7	194	132	A. J. Tynon, et al., Toronto, Ont. (b)	
100,363	A. M. Petrie	Hamilton	1892	Hamilton, Ont.	"	50 0	10 0	4 9	20	13	Miss Alice M. Petrie, Guelph, Ont.	
96,875	A. V. Crawford	Port Stanley	1891	Goderich, Ont.	"	72 0	15 7	7 2	51	35	Mrs. Ella B. Boone, Toronto, Ont.	
90,707	A. Chambers	Goderich	1888	"	"	55 7	14 0	5 2	23	16	Dominion Fish Co., Ltd., Winnipeg, Man.	
71,244	A. Seaman	Toronto	1873	Buffalo, N.Y., U.S.A.	"	69 5	15 2	7 2	76	52	J. V. Crawford, Wiarton, Ont.	
92,740	Albena	"	1889	Toronto, Ont	"	89 0	15 7	5 5	46	31	Albert E. Gooderham and T. J. Blackstock, J. O., Toronto, Ont.	
103,227	Aberdeen	Ottawa	1894	Paisley, G. B.	"	180 0	31 1	16 9	674	266	The Minister of Marine and Fisheries, Ottawa, Ont.	
100,659	Aberdeen	Kingston	1894	Westport, Ont.	"	51 0	8 4	4 2	13	9	Wm. Harty, Kingston, Ont.	



## SESSIONAL PAPER No. 21b

100,886	Aberdeen.	St. John, N.B.	1894 St. John, N.B.	Stern wheel—Roue à l'arrière.	22 0	4 0	244	137 The Fredericton & Woodstock Steamboat Co., Ltd., Southampton, N.B.
103,554	Aberdeen	Montreal	1895 Sorel, Que.	Screw—A hélice	18 3	9 0	87	55 Harbour Commissioners, Montreal, Que.
94,924	Aberdeen	Pictou, Ont.	1894 Pictou, Ont.	"	22 0	8 7	142	87 A. W. Hepburn, Pictou, Ont.
100,148	Aberdeen	Winnipeg.	1892 Battleford, N.W.T.	Stern wheel—Roue à l'arrière.	42 3	3 8	26	26 John G. Oliver, Battleford, N.W.T.
100,675	Aberdeen	Vancouver.	1893 Vernon, B.C.	"	29 9	6 8	554	349 Canadian Pacific Railway Co., Montreal, Que.
97,007	Abino.	St. Catharines	1894 Fort Erie, Ont.	Screw—A hélice	10 3	3 8	8	5 Fred. Masters, Niagara-on-the Lake, Ont.
100,395	Acacia	Hamilton.	1893 Hamilton, Ont.	"	19 4	6 6	107	73 M. O. Madhews, M.O., Hamilton, Ont.
92,488	Acadia	Windsor, N.S.	1887 Hantsport, N.S.	"	21 3	6 8	74	67 Jas. Farquhar, Halifax, N.S.
96,891	Acadia.	Ottawa.	1880 Pennsylvania, U.S.A.	"	23 6	18 7	520	354 The Minister of Marine and Fisheries, Ottawa, Ont.
111,652	Actea.	Montreal.	1894 Poughkeepsie, N. Y., U.S.A.	"	9 5	4 1	11	8 Andrew F. Gault, Montreal, Que.
100,186	Active	"	1873 Montreal, Que.	"	24 2	10 9	302	190 Montreal Transportation Co., Montreal, Que.
94,894	Active.	Vancouver	1889 New Westminster, B.C.	"	20 7	10 3	172	119 B. G. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.
99,648	Active	Halifax	1893 Dysart, G.B.	"	16 8	8 5	60	22 E. C. Whitman, Canso, N.S.
100,367	Activity.	Quebec.	1892 Lévis, Que.	"	12 8	5 2	22	9 J. D. Cameron, Quebec, Que.
88,665	Ada.	Chatham, N.B.	1884 Chatham, N.B.	"	6 3	3 0	4	2 Mrs. Susan M. Glasier, Lincoln, Sunbury Co., N.B.
90,538	Ada.	Montreal	1886 Montreal, Que.	"	15 0	5 6	29	19 Chas. Ogilvie, Ottawa, Ont.
107,110	Ada.	Victoria	1890 Vancouver, B.C.	"	8 5	2 8	4	3 Jas. R. Jamieson, Victoria, B.C.
75,642	Ada Alice	Toronto	1879 Port Dalhousie, Ont.	"	13 2	4 0	60	41 Joseph Goodwin, Toronto, Ont.
54,457	Ada (i.	St. John, N.B.	1867 Lancaster, St. John Co., N.B.	Wheels—A roues.	19 4	7 0	102	31 Parker Glasier, Lincoln, Sunbury Co., N.B.
107,401	Adelaide.	Montreal	1888 Morris Heights, U.S.A.	Screw—A hélice	6 0	2 8	3	2 L. R. Dowker, Montreal, Que.
107,373	Adèle	Sydney	1890 U. S. A	"	13 6	6 3	38	23 Arthur J. Moxham, Sydney, N.S.
92,536	Adirondack.	Montreal	1887 Berthier, Que.	"	40 0.	9 3	5 4	12 8 Joseph H. Dansereau, Verclères, Que.
71,248	Admiral	Port Stanley	1880 Petersburg, Ont.	Wheels—A roues.	45 6	10 3	3 3	9 8 Peter G. Carpenter, Sombra, Ont.
88,306	Admiral	Quebec	1880 Wilmington, Del., U.S.A.	"	17 6	29 0	682	408 North American Transportation Co., Ltd., Quebec, Que.

2-3 EDWARD VII., A. 1903

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Constructé	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions. Dimensions.				Tonnage	Owner, or Managing Owner and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Regist. Brut.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
72,247	Admiral	St. John, N.B.	1876	Portland, N.B.	Wheels—A roues	119 6	22 0	5 7	158	100	Parker Glasier, Lincoln, Sunbury Co., N.B.
103,566	Adonis	Montreal	1890	Kingston, Ont.	Screw—A hélice	61 4	11 1	4 4	14	10	J. B. Tressider, Montreal, Que.
90,702	Adrelexa	St. Catharines	1886	Port Robinson, Ont.	"	46 0	10 2	3 6	15	10	James Scott, Toronto, Ont.
111,482	Adriatic	Quebec	1900	Levis, Que.	"	97 9	20 0	8 5	156	87	Lorne C. Webster, Quebec, Que.
88,632	Advance	Toronto	1884	St. Catharines, Ont.	"	175 0	35 3	15 0	1031	358	Jas. Carruthers, Toronto, Ont.
	Advance	Kingston	1882	Bedford Mills, Ont.	"	66 3	10 6	7 1	41	14	F. Smith, Toronto, Ont.
90,775	Advance	Windsor, Ont.	1886	Windsor, Ont.	"	43 8	15 1	4 0	72	49	Wm. A. Kennedy, Manitoulin, Ont.
85,305	Agnes	Montreal	1883	Buckingham, Que.	"	56 8	12 4	4 4	29	20	G. Bothwell, Buckingham, Que.
85,325	Agnes	Owen Sound	1884	Meaford, Ont.	"	50 0	13 7	6 0	23	16	Geo. T. Dunn, Owen Sound, Ont.
107,362	Agnes	Toronto	1898	Toronto, Ont.	"	55 0	9 2	3 9	14	10	Thos. Ellis, Roach's, Point, Ont.
103,697	Agnes C	Sault Ste. Marie	1887	Green Bay, Wis., U.S.A.	"	47 0	9 0	5 0	20	10	W. H. Plummer, Sault Ste. Marie, Ont.
77,989	Agnes McMahon	Ottawa	1879	St. Catharines, Ont.	"	96 0	15 3	6 4	81	47	Israel Clement, Montreal, Que.
111,752	Agwinde	Rat Portage	1900	Rat Portage, Ont.	Stern wheel—Roue à l'arrière	105 0	22 5	4 0	307	143	Rainy River Nav. Co., Ltd., Rat Portage, Ont.
103,672	Ahnic	Toronto	1896	Gravenhurst, Ont.	Screw—A hélice	61 0	12 8	4 6	43	29	Muskoka & Georgian Bay Nav. Co., Gravenhurst, Ont.



## SESSIONAL PAPER No. 21b

92,295	Aid	Ottawa	1886	Hull, Que.	Centre wheel—Route centrale.	65	0	18	0	3	6	25	15	J. A. Cameron, Thurso, Que.
97,047	Aid	Liverpool	1891	Liverpool, N.S.	Screw—A hélice	79	2	24	4	7	5	99	67	Alfred Dickey, Stewiacke, N.S.
111,485	Ajax	Lindsay	1902	Bobcaygeon, Ont.	"	54	0	14	6	6	1	33	23	W. F. C. Boyd, M.O., Bobcaygeon, Ont.
88,600	Alameda	Yarmouth	1885	Arcadia, N.S.	"	66	6	13	0	4	3	63	49	A. Straug, Cape Traverse, P.E.I.
107,257	Alameda	New Westminster	1898	Lake Bennett, B.C.	Stern wheel—Route à l'arrière.	50	0	12	0	2	5	32	20	John J. MacKenna, Lake Bennett, B.C.
103,484	Alarm	Victoria	1893	Georgetown, B.C.	Screw—A hélice	52	0	13	8	7	0	34	23	Jas. Hunter, Victoria, B.C.
85,719	Alaska	Prescott	1884	Buffalo, N.Y., U.S.A.	"	61	8	15	3	4	8	49	36	Wm. J. Murphy, Morrisburg, Ont.
107,673	Alaska	Quebec	1899	St. Nicholas, Que.	"	73	4	21	7	5	3	51	45	J. E. Peters, Quebec, Que.
83,040	Albani	Brockville	1882	Sorel, Que.	"	78	6	13	6	7	0	58	39	W. H. Comstock, Brockville, Ont.
100,622	Albani	Port Dover	1892	Simcoe, Ont.	"	36	6	7	6	5	0	5	4	Ed. Norquay, Port Dover, Ont.
103,055	Albatross	Yarmouth	1894	Belliveau's Cove, N.S.	"	75	0	12	0	5	6	31	18	I. L. Lovitt, Yarmouth, N.S.
96,712	Albert	Ottawa	1888	Aylmer, Que.	"	147	5	42	2	7	9	296	198	Upper Ottawa Improvement Co., Ltd., Ottawa Ont.
88,539	Albert	Hamilton	1891	Hamilton, Ont.	"	21	6	5	0	2	6	1	1	Henry W. Harrison, Hamilton, Ont.
103,103	Albert	Montreal	1890	St. Laurent, Que.	"	42	0	6	0	2	7	3	2	Adolphe Pepin, St. Aimé, Que.
111,942	Albert Lea	New Westminster	1888	Jig Harbour, Wash., U.S.A.	"	42	8	8	8	4	9	19	13	Columbia Packing Co., Vancouver, B.C.
77,915	Albert Wright	Kingston	1873	Port Hope, Ont.	"	57	0	12	6	7	9	29	21	W. H. Plummer, Sault Ste. Marie, Ont.
85,765	Alberta	Montreal	1883	Whittemish, G.B.	"	263	5	38	2	23	3	292	155	Canadian Pacific Railway Co., Montreal, Que.
103,296	Alberta	New Westminster	1893	Bonner's Ferry, Idaho, U.S.A.	Stern wheel—Route à l'arrière.	140	0	23	0	6	0	508	320	The International Trading Co., Ltd., Calgary, N. W. T.
107,716	Albion	Victoria	1899	Vancouver, B.C.	Screw—A hélice	79	2	18	2	8	3	88	60	Pacific Towing & Lightering Co., Ltd., Victoria, B.C.
111,433	Albion	Halifax	1902	Moser's River, N.S.	"	35	8	10	5	4	0	9	6	Carl H. Anderson, Mosers River, N.S.
112,043	Aleyon	Quebec	1901	Ste. Anne de Chicoutimi, Que.	"	63	4	13	9	4	5	44	30	E. Gagnon, Ste. Anne de Chicoutimi, Que.
103,604	Alycone	Montreal	1890	Chicago, Ill., U.S.A.	"	76	2	11	0	6	4	38	22	H. M. Molson, Montreal, Que.
100,096	Alycone	St. John, N.B.	1892	St. John, N.B.	"	36	7	9	1	4	3	15	10	Henry Eagle, Chatham, N.B.
92,421	Alert	Prescott	1886	Morrisburg, Ont.	"	64	0	14	4	5	0	50	35	Minister of Public Works, Ottawa, Ont.
90,699	Alert	St. Catharines	1886	Port Robinson, Ont.	"	58	4	15	0	7	2	47	32	DeWitt Carter, M.O., Port Colborne, Ont.

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. Suite.

Official Number. Numéro matricule.	Name of Ship. Nom de navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.				Tonnage	Owner, or Managing Owner and Address. Armateur ou armateur gérant et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Tons. Brut. Registered.)		
Ft. inches. Ft. inches. Ft. inches.											
85,769 Alert.		Montreal	1879	St. John's, Que.	Screw—A hélice.	40 3	7 2	3 1	4	2	Louis H. Hébert, St. John's, Que.
111,586 Alert		Peterborough	1901	Lakefield, Ont.	"	67 0	14 0	5 2	56	39	Wm. H. White, Lakefield, Ont.
107,520 Alert.		Victoria	1899	New Denver, B.C.	"	31 5	6 7	3 0	3	2	Willis F. Cook, New Denver, B.C.
107,515 Alert.		"	1898	Linderman, B.C.	"	34 0	8 0	4 0	7	5	John J. MacKenna, Lake Bennett, B.C.
54,807 Alert.		"	1889	Victoria, B.C.	"	62 0	15 4	6 5	44	26	Andrew Haslam, Nanaimo, B.C.
107,748 Aletha.		Kingston	1901	Kingston, Ont.	"	107 4	19 7	5 5	171	90	Mrs. Aletha Roys, Kingston, Ont.
107,380 Alexander.		Sydney	1902	Port Morien, N.S.	"	44 2	10 4	4 8	14	10	Robt. Spencer, Port Morien, N.S.
96,898 Alexander Fraser.		Ottawa	1890	Pembroke, Ont.	Wheels—A roues	140 0	41 0	1 5	320	174	Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
100,598 Alexandra.		Halifax	1889	Sorel, Que.	Screw—A hélice	79 2	13 8	4 2	34	23	Frederick Perrin, Halifax, N.S.
100,282 Alexandra.		Lindsay	1891	Lakefield, Ont.	"	76 0	18 0	6 0	105	71	Jos. B. Parkin, M.O., Lindsay, Ont.
111,291 Alexandra		Winnipeg	1902	Winnipeg, Man.	"	84 0	19 8	3 2	164	38	R. Rogers, Winnipeg, Man.
112,153 Alexandra.		Chatham, N.B.	1902	Chatham, N.B.	"	97 5	24 6	9 0	201	136	Viramichi Steam Navigation Co., Ltd., Chatham, N.B.
85,768 Alexandria.		Pictou, Ont.	1883	Montreal, Que.	Wheels—A roues	173 7	30 6	8 4	863	508	Arthur W. Hepburn, Pictou, Ont.
88,528 Alfie.		Hamilton.	1887	Hamilton, Ont.	Screw—A hélice.	28 0	6 2	3 1	3	2	M. B. Thomas, Dundas, Ont.



## SESSIONAL PAPER No. 21b

111,937	Alfred	Lindsay	1895	Lindsay, Ont	Wheels—A routes	48 5	19 0	4 6	89	61	A. L. Davis, Peterboro	Ont.
80,771	Alfred Wilson	Sarnia	1879	Port Franks, Ont	Screw—A helice	45 0	12 7	3 5	33	22	D. Sutherland, Chatham	Ont.
71,603	Algerian	Montreal	1874	Kingston, Ont	Wheels—A routes	175 3	27 1	9 9	914	576	Montreal Safe Deposit Co., Mont- real, Que.	
111,803	Algoma	Sault Ste. Marie	1901	Toronto, Ont	Screw—A helice	104 0	36 3	11 0	157	107	Robt. A. Lyon, Sault Ste. Marie, Ont.	
111,763	Algoma	Kingston	1901	Kingston, Ont	"	36 6	8 4	3 4	5	3	Davis Dry Dock Co., Ltd., King- ston, Ont.	
95,051	Algonquin	Port Arthur	1888	Yoker, G. B.	"	245 0	40 1	20 6	1806	1172	The St. Lawrence & Chicago Steam Nav. Co., Ltd., Toronto, Ont.	
112,244	Alice	Vancouver	1902	Vancouver, B.C.	"	33 0	9 2	4 4	11	8	Vancouver Power Co., Victoria, B.C.	
103,883	Alice	Ottawa	1896	Aylmer, Que	"	31 0	8 3	3 0	3	2	A. Whelan, Aylmer, Que.	
111,862	Alice	"	1901	Kippewa, Que	"	62 0	12 6	4 8	26	18	Patrick Kelly, Kippewa, Que.	
92,674	Alice	Pictou, N.S.	1888	Pictou, N.S.	"	42 8	11 7	4 4	16	11	W. H. Irving, Buctouche, N.B.	
103,236	Alice	Montreal	1894	Sorel, Que	"	70 7	17 5	7 6	67	46	SinennesMcNaughton Line, Ltd., Montreal, Que.	
107,723	Alice	Vancouver	1900	Vancouver, B.C.	"	66 8	12 6	4 2	35	24	S. K. Champion <i>et al.</i> , Vancouver, B.C.	
80,909	Alice Brooks	Owen Sound	1882	Port Elgin, Ont.	"	40 6	11 5	5 4	17	11	Edward Brooks, Port Elgin, Ont.	
107,169	Alice G.	Collingwood	1902	Collingwood, Ont.	"	63 0	12 0	6 3	36	25	Dominion Fish Co., Ltd., Winni- peg, Man.	
59,223	Alida	Halifax	1861	Philadelphia, Pa., U.S.A.	"	79 4	18 0	6 2	64	30	Ed. Brownell, Porter's Lake, N.S.	
100,757	Aligator	Toronto	1893	Pine Lake, Ont.	Wheels—A routes	31 0	11 5	3 4	6	4	F. Baker, Barrie, Ont.	
107,367	Allena May	"	1897	Walker's Point, Ont.	Screw—A helice	47 5	7 6	3 1	16	11	H. Walker and Chas. J. Smith, J.O., Walker's Point, Ont.	
100,414	Allie	Ottawa	1890	Brockville, Ont	"	40 0	8 0	3 0	11	8	A. W. Jones and D. M. Jones, J.O., Ottawa, Ont.	
100,369	Alma	Quebec	1891	Portneuf, Que	"	36 0	10 0	5 0	12	8	A. Lemay, Portneuf, Que.	
92,692	Alma T	Winnipeg	1889	Rat Portage, Ont.	"	35 0	8 3	3 1	16	11	Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.	
71,241	Almeda Covell	Toronto	1868	Buffalo, N.Y., U.S.A.	"	32 5	9 0	4 3	9	6	Nathaniel Dickey and John Ginty, J.O., Toronto, Ont.	
107,176	Almida	Port Arthur	1899	Port Arthur, Ont.	"	30 0	10 0	3 7	8	4	A. W. Nuttall, Port Arthur, Ont.	
107,924	Alpha	New Westminster		Juneau, Alaska, U.S.A.	"	30 0	8 5	6 0	10	7	A. R. Austin, Cariboo, Y.T.	
100,750	Alpha	Quebec	1898	Cheverie, N.S.	"	72 6	18 2	7 2	61	42	A. H. Peters, Quebec, Que.	
111,495	Alpha	"	1900	Lévis, Que	"	47 5	12 2	4 9	20	7	Jos. Samson, Quebec, Que.	

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—*Continued*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc. *Suite.*

Official number Numéro matricule	Name of Ship. Nom du navire	Port of Registry. Port d'enregistrement	Built—Construct.	Where Built. Lieu de construction	How Propelled. Mode de propulsion	Register Dimensions.				Tonnage	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur	Breadth. Largeur	Depth. Profondeur	Gross Regist.		
						Feet. Pieds	Feet. Pieds	Feet. Pieds			
111,447	Alva	Ottawa	1901	Ottawa, Ont.	Screw—A hélice	50 0	13 2	4 6	27	22	Henry E. Shaver, Ottawa, Ont.
103,211	Amable du Fond	"	1894	Amprior, Ont.	Wheels—A roues	41 6	16 4	5 3	17	11	H. F. McLaughlin and Claude McLaughlin, J.O., Amprior, Ont.
59,929	Amalia	Quebec	1898	Island of Orleans, Que.	Screw—A hélice	32 0	11 0	5 0	11	7	Hyacinthe Beaulieu, Lévis, Que.
74,977	Amanda Greene	St. John, N.B.	1877	Carleton, N.B.	"	41 6	12 5	5 2	20	13	Alex. B. Holly, St. John, N.B.
100,652	America	Kingston	1895	Kingston, Ont.	Wheels—A roues	153 2	33 2	6 4	521	266	The St. Lawrence River Steamboat Co., Ltd., Kingston, Ont.
100,400	Ampere	Hamilton	1894	Hamilton, Ont.	Screw—A hélice	31 3	7 0	4 6	5	3	Allan Marshall, Hamilton, Ont.
98,073	Amur	Victoria	1890	Sunderland, G.B.	"	216 0	28 1	17 9	907	570	Canadian Pacific Navigation Co., Ltd., Victoria, B.C.
111,916	Any	Toronto	1901	Corwall, Ont.	"	55 2	15 7	7 2	40	27	Rudolph Macdonald, Toronto, Ont.
112,182	Anchora	"	1902	Kingston, Ont.	"	42 0	7 2	3 1	6	3	Robt. J. McKee, Toronto, Ont.
92,308	Anderson	Collingwood	1888	Midland, Ont.	"	42 0	11 0	5 6	16	11	James Clark, Wiarton, Ont.
92,708	Angler	Winnipeg	1891	Saskirk, Man.	"	47 0	13 8	5 2	16	11	Dominion Fish Co., Ltd., Winnipeg, Man.
107,512	Anglian	Victoria	1898	Teslin Lake, B.C.	Steam wheel—Roue à vapeur	85 0	20 6	4 5	161	114	Canadian Development Co., Ltd., Victoria, B.C.
	Anglo-Saxon	Port Hope	1878	Port Perry, Ont.	Wheels—A roues	68 5	13 0	5 0	69	43	Ontario Bank, Toronto, Ont.
103,054	Anita	Halifax	1894	Tusket Wedge, N.S.	Screw—A hélice	55 9	12 9	6 4	27	12	Andrew King, Halifax, N.S.



## SESSIONAL PAPER No. 21b

85,718	Anna	Prescott.	1883	Cardinal, Ont.	.....	.....	44	0	8	0	3	5	8	6 E. E. Gilbert, Cardinal, Ont.
96,877	Anna Siemon	Owen Sound	{	1889 Port Franks, Ont.	.....	.....	41	0	10	0	4	0	19	13 Frederick Burrow, M.O., Wiar- ton, Ont.
92,345	Anne Marie	Quebec.	.....	1886 Lake St. Joseph, Que.	.....	.....	37	8	9	6	3	4	8	6 D. Gillies, Carleton Place, Ont.
103,431	Annie	Ottawa.	.....	1886 Carleton Place, Ont.	.....	.....	25	4	6	4	2	0	1	1 E. A. Dunlop, and J. Dunlop, jr., Pembroke, Ont.
100,222	Annie	Halifax	.....	1892 Dartmouth, N.S.	.....	.....	56	6	14	0	6	8	42	29 Peter Judge, Halifax, N.S.
107,747	Annie Barrett	Kingston.	.....	1901 Kingston, Ont.	.....	.....	58	4	13	8	7	6	42	18 Mrs. Annie Pendergast, King- ston, Ont.
100,592	Annie C	Montreal.	{	1889 Newport, U.S.A.	.....	.....	37	5	8	0	3	2	6	4 N. A. Beach, Georgeville, Que.
107,366	Annie C. Hill	Toronto	.....	1890 Owen Sound, Ont.	.....	.....	36	0	8	6	3	6	14	9 John Forsythe, Barrie, Ont.
71,140	Annie Craig	Port Dover.	{	1879 Port Buswell, Ont.	.....	.....	78	0	16	6	5	3	80	48 Eugene O'Keefe, Toronto, Ont.
103,270	Annie Currier	St. John, N.B.	{	1880 Port Dover,	.....	.....	42	4	8	8	3	7	11	7 John W. Currier, Oromocto, N.B.
83,158	Annie Lake	Belleville.	.....	1894 Belleville, Ont.	.....	.....	64	1	9	8	3	5	19	13 J. C. Lake, Belleville, Ont.
103,885	Annie Laurie	Ottawa.	.....	1890 Sturgeon Falls, Ont.	.....	.....	36	5	8	3	3	0	3	3 T. Reynolds and H. Dreaany, North Bay, Ont.
107,165	Annie M.	Collingwood	.....	1900 Collingwood, Ont.	.....	.....	56	0	12	0	6	3	33	22 David H. Clarke, Collingwood, Ont.
107,173	Annie Mc.	Port Arthur	.....	1897 Port Arthur, Ont.	.....	.....	33	0	7	8	2	4	13	11 Thomas McLeod, Port Arthur, Ont.
96,851	Annie Moiles.	Sarnia.	.....	1865 East Saginaw, Mich. U.S.A.	.....	.....	81	0	17	0	7	7	71	49 The Boutelle Towing & Wrecking Co., Ltd., Sarnia, Ont.
92,532	Antelope.	Montreal.	.....	1887 Montreal, Que.	.....	.....	82	4	18	4	7	2	83	57 Dickson Anderson, Montreal, Que.
92,398	Antelope.	Kingston.	.....	1889 Kingston, Ont.	.....	.....	69	5	11	5	4	8	20	11 John A. Davis, Escott, Ont.
107,153	Antic.	Vancouver.	.....	1894 Seattle, Wash., U.S.A.	.....	.....	30	8	7	0	3	0	4	3 H. H. Hayden, Vancouver, B.C.
96,969	Anticosti.	Halifax.	.....	1891 Sable River, N.S.	.....	.....	54	0	13	6	5	6	19	16 Rosanna Neville, Halifax, N.S.
100,394	Arabian	Hamilton	.....	1892 Hamilton Ont.	.....	.....	178	6	31	0	13	6	1073	770 J. B. Fairgrieve, Hamilton, Ont.
92,642	Arbutus.	Wallaceburg	.....	1887 Wallaceburg, Ont.	.....	.....	63	0	14	8	7	0	49	34 E. Chapman, Lion's Head, Ont.
90,808	Arbutus.	Liverpool	.....	1889 Yarmouth, N.S.	.....	.....	61	0	14	9	6	0	47	32 J. W. Hutt, Liverpool, N.S.
85,555	Arcadia.	Pictou, N.S.	.....	1884	.....	.....	68	0	16	7	6	4	62	42 Mrs. Elizabeth Beattie, Pictou, N.S.
103,912	Archer	Victoria.	.....	1897 Arrowhead, B.C.	.....	.....	49	5	13	0	4	0	15	10 The Kootenay Lumber Co., Ltd., Kootenay, B.C.
107,823	Archie.	"	.....	1900 Victoria, B.C.	.....	.....	27	0	7	4	3	8	4	3 Thomas E. Wood, Victoria, B.C.

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
						Ft. 10-16.	Ft. 10-16.	Ft. 10-16.				
96,718	Archie Stewart...	Ottawa...	1890	Ottawa, Ont.	Screw—A hélice...	81 5	18 8	7 3	80	50	The Ottawa Transportation Co., Ltd., Ottawa, Ont.	
94,930	Arctic	Pictou, Ont.	1893	Grindstone Island, N.Y., U.S.A.	"	96 3	19 3	7 0	101	83	Sand & Dredging Co., Ltd., Toronto, Ont.	
107,825	Argenta	Victoria..	1900	Kaslo, B.C.	Wheels—A roues...	92 2	20 3	4 2	206	130	Robert Irving, Kaslo, B.C.	
85,356	Argo.	Ottawa.	1882	Témiscamungue Lake Que.	"	125 0	39 4	8 4	154	96	Alex. Lumsden, Ottawa, Ont.	
103,696	Argo.	Sault Ste. Marie...	1895	Owen Sound, Ont.	Screw—A hélice...	27 0	10 0	4 0	7	4	Catherine Bell, Owen Sound, Ont.	
92,722	Argosy.	Toronto	1883	Toronto, Ont.	"	21 5	5 3	2 5	1	1	John E. Thompson, Toronto, Ont.	
85,489	Argus...	Ottawa.	1884	Lockeport, N.S.	"	55 0	13 0	6 1	27	19	The Minister of Customs, Ottawa, Ont.	
107,220	Argyle	Rat Portage	1900	Keewatin, Ont.	"	39 5	16 0	5 4	78	53	Clifford Lewis, Keewatin, Ont.	
94,926	Argyle	Pictou, Ont.	1899	Pictou, Ont.	Wheels—A roues...	185 1	26 0	9 7	700	374	Lake Ontario Navigation Co., Ltd., Pictou, Ont.	
85,708	Ariadne.	Wallaceburg.	1885	Wallaceburg, Ont.	Screw—A hélice...	63 0	13 6	5 2	38	26	Asa Ribble, Dresden, Ont.	
103,234	Ariel.	Montreal..	1890	Lachine, Que.	"	56 5	8 2	2 8	11	7	A. Berube, DesChailons, Que.	
111,570	Ariel.	Toronto	1900	Harrison, N.J., U.S.A.	"	25 0	6 2	2 8	3	2	John H. Mason, Toronto, Ont.	
100,595	Arizona	Quebec...	1892	Quebec, Que.	"	40 0	7 3	3 2	9	6	Quebec & Lake St. John Railway Co., Quebec, Que.	
71,293	Arington..	Toronto	1878	Harwood, Ont.	"	61 0	13 0	4 0	23	16	Toronto Ferry Co., Ltd., Toronto, Ont.	



## SESSIONAL PAPER No. 21b

71,209	Armenia.	Deseronto	1876	Pictou, Ont.	"	100 0	18 0	7 0	110	85	The Rathbun Co., Deseronto, Ont.
74,388	Armenia.	Kingston	1873	Chatham, Ont	"	176 2	25 0	11 5	467	318	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
74,088	Arrow	Halifax	1876	Halifax, N.S.	"	42 5	9 4	5 0	10	8	Roderick Macdonald, Halifax, N.S.
90,786	Arrow	Victoria	1880	Seattle, Wash., U.S.A.	"	36 0	10 5	3 8	12	6	H. G. Holman, Vancouver, B.C.
100,689	Arrow	New Westminster	1893	Revelstoke, B.C.	"	36 6	9 4	3 1	5	3	C. W. Vanderberg, Nakusp, B.C.
75,697	Arthur	Quebec	1878	Three Rivers, Que.	Wheels—A roues	63 7	11 9	4 8	33	21	John Baptist, Three Rivers, Que.
103,367	Arthur	"	1895	Roberval, Que	Screw—A hélice	43 5	10 6	3 8	15	12	E. Niquet, Roberval, Que.
103,582	Arthur	Chatham, N.B.	1895	Chatham, N.B.	"	40 0	8 3	4 8	5	3	J. P. M. Ruddock, Chatham, N.B.
103,098	Arthur	Montreal	1890	Sorel, Que.	Wheels—A roues	90 3	19 4	4 8	78	36	Tourville Lumber Mills Co., Montreal, Que.
100,667	Aryan	Kingston	1895	Kingston, Ont.	Screw—A hélice	30 4	6 1	2 5	2	2	M. R. Davis, Kingston, Ont.
92,691	Athabaska	Winnipeg	1888	Athabasca Ldg., N.W.T.	Wheels—A roues	146 0	28 4	4 0	167	103	The Hudson Bay Co., London, Eng.
85,764	Athabaska	Montreal	1883	Kelvinhaugh, G.B.	Screw—A hélice	262 8	38 2	23 3	2269	1545	Canadian Pacific Railway Co., Montreal, Que.
83,491	Atlantic	Collingwood	1883	Owen Sound, Ont.	"	147 0	30 0	11 0	683	442	Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
111,487	Atlantic	Quebec	1879	Philadelphia, Pa., U.S.A.	"	153 6	28 2	9 6	665	283	Lorne C. Webster, Quebec, Que.
92,743	Atlas	Sackville	1890	Port Elgin, N.B.	"	46 0	12 4	4 8	16	11	Prescott Lumber Co., New Mills, N.B.
83,419	Augusta	St. Catharines	1883	Port Robinson, Ont.	"	66 0	16 0	6 4	57	31	Daniel McGrath, Port Dalhousie, Ont.
66,063	Aurelia	Quebec	1869	Buffalo, N.Y., U.S.A.	"	56 0	14 9	6 6	32	19	Robert Weddell, Trenton, Ont.
107,918	Aurora	St. Andrews	1893	Brooklyn, N.Y., U.S.A.	"	114 8	26 6	10 9	364	183	The Grand Manan Steamboat Co., Ltd., Grand Manan, N.B.
53,887	Aurora	Quebec	1866	Point Lévis, Que.	Wheels—A roues	107 8	21 0	7 1	125	79	Jos. Blondin, Lachine, Que.
90,442	Aurora	Winnipeg	1885	Icelandic River, Man.	"	121 0	19 2	8 4	225	141	Wm. Dewar, Selkirk, Man.
107,525	Australian	Victoria	1899	Lake Bennett, B.C.	Stern wheel—Roue à l'arrière.	115 0	24 8	4 0	422	308	Canadian Development Co., Ltd., Victoria, B.C.
103,156	Autolyous	Vancouver	1895	Vancouver, B.C.	Screw—A hélice	53 1	10 0	5 5	25	17	Jas. A. McNair, Vancouver, B.C.
94,724	Avon	Windsor, N.S.	1888	Hantsport, N.S.	"	78 6	15 6	10 0	65	41	G. W. Churchill and John Churchill, Hantsport, N.S.
107,597	B. M. Fraser	Owen Sound	1900	Owen Sound, Ont.	"	69 0	17 0	7 8	50	34	John Charlton, Lyndoch, Ont.

2-3 EDWARD VII., A. 1903

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Tonnage. Brut.		
107,115	Bailey	Vancouver	1899	Lake Bennett, B.C.	Stern wheel—Roue à l'arrière.	110 0	21 7	5 0	193	132	British Yukon Navigation Co., Ltd., Victoria, B.C.
107,200	Balmoral	Winnipeg	1899	Rat Portage, Ont.	Screw—A hélice	53 5	10 0	3 6	37	23	L. Bellefeuille, Rat Portage, Ont.
111,939	Baptiste	Lindsay	1902	Lindsay, Ont.	Wheels—A roues	37 4	6 7	3 0	8	5	R. C. Carter, M. O., Deseronto, Ont.
111,825	Barbara	Vancouver	1901	Vancouver, B.C.	Screw—A hélice	32 0	11 7	4 8	15	10	Geo. C. McDonald, Vancouver, B.C.
83,154	Barbara Boscowitz	Victoria	1883	Victoria, B.C.	"	119 0	23 0	10 0	338	253	The Boscowitz Steamship Co., Ltd., Victoria, B.C.
103,634	Baskatong	Ottawa	1895	Baskatong, Que.	Wheels—A roues	36 5	16 0	3 4	13	8	John Gilmour, Ottawa, Ont.
80,728	Batiscan	Quebec	1880	Quebec, Que.	"	67 9	16 0	4 1	40	17	Evan John Price, Quebec, Que.
61,153	Bayfield	Toronto	1864	Buffalo, N.Y., U.S.A.	Screw—A hélice	110 0	18 5	9 3	150	94	The Minister of Marine and Fisheries, Ottawa, Ont.
71,118	Beatrice	Collingwood	1877	Collingwood, Ont.	"	63 0	12 3	5 6	31	21	Wm. J. Keays, M. O., Sarnia, Ont.
100,865	Beatrice	Quebec	1893	Three Rivers, Que.	Wheels—A roues	64 5	13 9	5 2	40	27	A. Baptist, Three Rivers, Que.
107,949	Beatrice	St. Catharines	1900	Dunnville, Ont.	Screw—A hélice	35 8	6 6	5 0	7	5	Daniel Dashwood, Dunnville, Ont.
103,886	Beatrice B.	Ottawa	1897	Ottawa, Ont.	"	61 8	16 5	7 0	59	43	T. G. Brigham, Ottawa, Ont.
107,167	Beatrice M.	Collingwood	1902	Collingwood, Ont.	"	60 0	12 0	6 3	36	25	D. H. Clark, Collingwood, Ont.
83,416	Beaver	Port Hope	1883	Gore's Landing, Ont.	"	73 0	12 0	4 0	18	12	Thomas Harris, Gore's Landing, Ont.



## SESSIONAL PAPER No. 21b

77,553	Beaver.	Quebec.	1873	Sorel, Que.	Wheels—A roues.	142 C.	24 5	9 0	273	104	John C. Kaine, Quebec, Que.
92,705	Beaver	Winnipeg.	1890	Norman, Ont.	Screw—A hélice.	48 0	11 4	4 7	34	23	E. W. Brydges, Rat Portage, Ont.
83,157	Beaver	Belleville.	1892	Belleville, Ont.	"	64 3	15 3	7 3	41	24	John Bonar, Cornwall, Ont.
100,678	Beaver	Vancouver.	1892	New Westminster, B.C.	"	26 0	6 8	3 0	3	2	London & Pacific Gold Fields Co., Ltd., London, Eng.
100,428	Beaver	Ottawa.	1893	Simcoe, Ont.	Wheels—A roues.	36 0	16 0	3 2	13	6	A. Lumsden, Ottawa, Ont.
107,782	Beaver	"	1899	Terisceanague, Que.	Stern wheel—Roue à l'arrière.	47 4	16 7	4 2	16	8	"
100,748	Beaver	Windsor, N.S.	1897	Canning, N.S.	Screw—A hélice.	80 0	21 0	7 4	85	43	The St. John Steamboat Co., Ltd., St. John, N.B.
107,096	Beaver	Victoria.	1898	Victoria, B.C.	Stern wheel—Roue à l'arrière.	140 0	28 0	5 1	545	344	Canadian Pacific Navigation Co., Ltd., Victoria, B.C.
100,408	Beaver	Hamilton.	1896	Kingston, Ont.	Screw—A hélice.	32 0	6 0	3 0	3	2	Edward Porter, Hamilton, Ont.
107,464	Beaver	Lindsay.	1897	Lindsay, Ont.	Wheels—A roues.	78 0	14 5	4 5	92	58	John Carew, Lindsay, Ont.
107,691	Beaver	Toronto.	1899	Midland, Ont.	Screw—A hélice.	54 0	11 0	5 2	29	12	George Chew and Thos. Chew, J. O., Midland, Ont.
73,045	Bee	Quebec.	1873	Sorel, Que.	Wheels—A roues.	68 7	16 0	3 8	61	32	Wm. Gerrard Ross, St. Nicholas, Que.
94,802	Bella	Victoria	1888	Victoria, B.C.	Screw—A hélice.	34 5	8 1	3 8	8	6	John Clayton, Bella Bella, B.C.
80,719	Bella	Paspebiac.	1900	Cross Point, Que.	Wheels—A roues.	52 6	22 1	5 0	43	29	J. L. MacDonald, Cross Point, Que.
83,415	Bella Fair	Port Hope	1881	Bobcaygeon, Ont.	Screw—A hélice	50 0	7 0	4 0	7	5	W. D. Kelley, Bridgenorth, Ont.
103,631	Bella Ritchie	Ottawa.	1895	Quyon, Que.	Wheels—A roues.	87 7	24 0	6 4	69	42	C. M. Roys, Kingston, Ont.
111,770	Bella Visier.	Kingston.	1902	Kingston, Ont.	Screw—A hélice.	37 6	7 6	3 1	5	3	John H. Davis, Kingston, Ont.
85,674	Belle.	New Westminster.	1884	New Westminster, B.C.	"	75 0	15 4	6 7	67	45	B. C. Mills, Timber & Trading Co., Vancouver, B.C.
71,184	Belle.	Owen Sound	1876	Meaford, Ont.	"	37 0	9 5	4 0	7	5	John R. Bell, Toronto, Ont.
97,103	Belle.	Port Burwell	1896	Port Burwell, Ont.	"	44 0	11 5	5 0	16	8	G. A. Brown, Port Burwell, Ont.
85,746	Belle.	Quebec.	1883	Quebec, Que.	"	68 3	16 0	6 6	51	35	William Price, Quebec, Que.
100,624	Belle (The).	Port Dover.	1899	Port Dover, Ont.	"	66 5	13 1	6 5	31	18	Edward Harris, Port Dover, Ont.
90,817	Belle Amelia.	Port Hope.	1883	Cobourg, Ont.	"	39 0	8 0	3 2	4	3	G. W. Dench, Trenton, Ont.
103,237	Belle Drummond.	Montreal.	1894	Montreal, Que.	"	56 0	12 0	5 4	30	20	Mrs. Arabella D. Drummond, Radnor Forges, Que.

2-3 EDWARD VII., A. 1903

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c. *Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Brut.	Net Net.	Registered Registered.	
						Ft. 100ths	Ft. 100ths	Ft. 100ths				
111,576	Belletra .....	Toronto .....	1901	St. Joseph, Mich., U.S.A.	Screw—A hélice .....	21 0	5 0	2 0	2		1	Alfred G. Peasey, Toronto, Ont.
88,700	Bellisle .....	St. John, N.B. ....	1891	Calais, Me., U.S.A.	Stern wheel—Roue à l'arrière.	86 5	18 8	4 8	155		98	The Bellisle Steamboat Co., Ltd. Springfield, King's Co., N.B.
111,532	Bernauda .....	Vancouver .....	1900	Vancouver, B.C.	Screw—A hélice .....	77 4	17 9	7 0	72		49	Joseph A. Russell, Vancouver, B.C.
111,806	Berry .....	Sault Ste. Marie .....	1902	Providence Bay, Ont.	" .....	62 0	15 0	7 6	57		27	Sylvester Berry, Providence Bay, Ont.
96,913	Bertha .....	Kingston .....	1891	Kingston, Ont.	" .....	51 4	10 0	3 4	18		12	F. Montgomery, Parry Sound, Ont.
111,828	Bertha .....	Vancouver .....	1901	Vancouver, B.C.	" .....	35 0	10 2	4 5	11		8	Philip N. Thompson, Vancouver, B.C.
71,220	Bertha Endress .....	Sault Ste. Marie .....	1876	Two Rivers, Wis., U.S.A.	" .....	42 0	11 0	5 0	32		24	H. A. Duncan, Sault Ste. Marie, Ont.
90,578	Bertha May .....	Toronto .....	1886	Gravenhurst, Ont.	" .....	43 5	11 0	4 5	20		14	Chas. Mickle, Gravenhurst, Ont.
	Berthier .....	Montreal .....	1870	Sorel, Que.	Wheels—A roues .....	184 2	28 1	8 6	934		439	Montreal Safe Deposit Co., Mont- real, Que.
71,079	Bertie E. ....	Amherstburg .....	1891	Wyandotte, Mich., U.S.A.	Screw—A hélice .....	29 0	7 0	4 0	8		5	F. S. Wright, Leamington, Ont.
107,391	Beryl Essie .....	Sackville .....	1898	Tidnish N.S.	" .....	42 2	14 0	6 1	24		17	G. A. Chappell, Tidnish Bridge, N.S.
92,401	Bessie .....	Chatham, N.B. ....	1886	Newcastle, N.B.	" .....	35 0	7 5	4 0	5		4	Timothy W. Crocker, Newcastle, N.B.
100,097	Bessie .....	Pictou, N.S. ....	1896	Pictou, N.S.	" .....	35 4	8 2	4 0	10		6	Newcomb N. Bentley, Wolfville, N.S.
111,589	Bessie .....	Peterborough .....	1901	Racine, Wis., U.S.A.	" .....	18 3	4 3	2 3	1		1	James R. Dodsworth, Lakefield, Ont.





2-3 EDWARD VII., A. 1903

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABETIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
					Ft. 10ths.	Ft. 10ths.	Ft. 10ths.	(Gross Register.)	
98,585	Boston	Yarmouth	1890 Linthouse, Glasgow, G.B.	Screw—A hélice	245 0	36 1	20 0	1635	734 Dominion Atlantic Ry. Co., London, Eng.
100,661	Bothnia	Kingston	1895 Garden Island, Ont.	"	178 1	37 8	12 3	833	478 Pennsylvania Coal Co., Ltd., Montreal, Que.
100,870	Bourgeois.	Quebec	1892 Three Rivers, Que.	Wheels—A roues	108 0	20 6	5 8	94	59 C. Bourgeois, sr., St. Angel, Three Rivers, Que.
88,327	Brace	Hamilton	1884 Hamilton, Ont.	Screw—A hélice	21 0	5 4	2 0	9	6 Joseph Brace, Hamilton, Ont.
107,788	Brant	Ottawa	1899 Charlottetown, P.E.I.	"	100 4	19 1	8 5	142	58 Minister of Marine & Fisheries, Ottawa, Ont.
100,681	Brant	New Westminster	1892 New Westminster, B.C.	"	34 0	7 0	3 0	19	13 Alex. Bowthorne, Vancouver, B.C.
96,722	Bridgetown	Chatham, N.B.	1889 Chatham, N.B.	"	42 3	9 4	4 5	15	10 Margaret E. Frackear, Chatham, N.B.
96,681	Bridgewater	Halifax	1889 Dumbarton, G.B.	"	120 0	20 0	9 0	208	119 The Coastal Steam Packet Co., Ltd., Bridgewater, N.S.
111,441	British Lion	Ottawa	1900 Ottawa, Ont.	"	55 0	13 5	6 2	42	17 Hiram Easton, Merrickville, Ont.
111,935	Britannia	Vancouver	1902 Vancouver, B.C.	"	104 8	22 4	6 9	326	222 Terminal S.S. Co., Vancouver, B.C.
103,221	Britannia	Ottawa	1888 Hull, Que.	"	35 8	7 9	3 0	4	Samuel Bingham, Ottawa, Ont.
100,188	Britannic	Collingwood	1866 Sorel, Que. 1892 Rebuilt.	Wheels—A roues	150 8	25 6	9 2	428	22 The Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
107,421	Brookville	Brookville	1838 Toronto, Ont.	Screw—A hélice	105 0	21 5	5 7	191	8 The Brookville Nav. Co., Ltd., Brookville, Ont.
92,615	Brothers	Port Arthur	1886 Port Arthur, Ont.	"	39 4	9 8	5 8	18	12 R.E. Nuttall, Pt. Arthur, Ont., and E. T. Morrow, Ft. William, Ont.

## SESSIONAL PAPER No. 21b

83,145 Bruce .....	St. Catharines .....	1882 Thorold, Ont. ....	" .....	44 0	12 0	5 2	16	10 Chas. Martin, Midland, Ont.
94,902 Brunette .....	New Westminster .....	1890 New Westminster, B.C..	" .....	60 0	13 5	6 0	37	25 Brunette Saw Mills Co., Ltd., New Westminster, B.C.
112,056 Brunswick .....	Windsor, N.S. ....	1901 Canning, N.S. ....	" .....	110 0	23 0	8 7	184	73 Minas Basin SS. Co., Ltd, Can- ning, N.S.
107,157 Burpee .....	Vancouver .....	1898 Toronto, Ont. ....	Stern wheel—Roue à Parrière.	45 6	9 5	2 6	9	6 Isaac Burpee, St. John, N.B.
97,155 Burt .....	" .....	1890 Victoria, B.C. ....	Screw—A hélice .....	66 3	13 8	5 7	50	34 Wm. McPherson, Vancouver, B.C.
92,612 Butcher Boy .....	Port Arthur .....	1879 Bay City, Mich., U.S.A.	" .....	95 6	20 6	6 6	215	146 Victoria Harbour Lumber Co., Ltd., Victoria Harbour, Ont.
100,195 Bute .....	Vancouver .....	1890 New Westminster, B.C..	" .....	28 6	6 7	2 6	4	3 E. E. Evans, Vancouver, B.C.
92,664 C. B. Powell .....	Ottawa .....	1887 Pembroke, Ont. ....	Wheels—A roues .....	139 0	36 0	7 2	272	172 The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,485 C. E. Ainsworth .....	Sault Ste. Marie .....	1901 Sault Ste. Marie, Mich, U.S.A.	Screw—A hélice .....	81 6	18 4	7 4	76	48 Dominion Fish Co., Ltd., Winni- peg, Man.
103,214 C. E. Read .....	Ottawa .....	1894 Simcoe, Ont. ....	" .....	42 0	16 2	3 4	13	8 W. H. Hurdman, Ottawa, Ont.
92,657 C. F. Dunbar .....	St. Catharines .....	1871 Erie, Pa., U.S.A. ....	" .....	47 3	13 0	5 0	33	22 James Prendergast, Cornwall, Ont.
112,189 C. F. Eddy .....	Toronto .....	1902 Blind River, Ont. ....	" .....	45 5	10 0	3 8	16	11 Blind River Towing Co., Ltd., Sarnia, Ont.
78,039 C. H. Merritt .....	" .....	1883 Chatham, Ont. ....	" .....	85 0	24 0	6 5	122	83 A. M. Clark, M.O., Marysburgh, Ont.
69,530 C. J. Brydges .....	Montreal .....	1874 Buffalo, N.Y., U.S.A. ....	" .....	62 2	16 0	8 0	39	21 Minister of Public Works, Ottawa, Ont.
107,191 C. M. Bowman .....	Saugeen .....	1897 Port Elgin, Ont. ....	" .....	92 0	18 5	9 0	88	60 C. M. Bowman and W. J. Strong, Southampton, Ont.
97,132 C. S. Parnell .....	Quebec .....	1891 Quebec, Que. ....	" .....	44 9	11 9	4 3	17	9 M. Delaney, Quebec, Que.
80,574 C. W. Chamberlain .....	Windsor, Ont. ....	1881 Walkerville, Ont. ....	" .....	127 0	26 6	9 7	385	243 Chas. Beck, Penetanguishen Ont.
71,242 C. W. Dennis .....	Toronto .....	1874 Buffalo, N.Y., U.S.A. ....	" .....	41 5	10 5	5 0	17	8 The Minister of Public Works, Ottawa, Ont.
88,308 C. W. Jones .....	Quebec .....	1885 Lévis, Que. ....	" .....	56 5	14 8	6 8	48	30 R. D. Weddell, Trenton, Ont.
107,733 C. Here .....	Kingston .....	1899 Kingston, Ont. ....	" .....	49 3	8 2	3 7	7	5 Mrs. Barbara Davis, Kingston, Ont.
87,993 Cacouna .....	Montreal .....	1884 Newcastle-on-Tyne, G.B.	" .....	250 0	35 4	16 4	1451	931 Dominion Coal Co., Ltd., Mon- tréal, Que.
107,145 Caledonia .....	Vancouver .....	1898 New Westminster, B.C..	Wheels—A roues .....	142 4	30 4	4 0	569	359 Hudson Bay Co., London, Eng.
97,144 Calla .....	St. Andrews .....	1891 West Isles, N.B. ....	Screw—A hélice .....	32 0	9 6	4 5	10	7 Fred. W. Richardson, West Isles, N.B.
100,040 Callender .....	Toronto .....	1892 North Bay, Ont. ....	" .....	20 0	6 6	2 4	2	1 Isaac Dolly, Fairbank, Ont.

ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &c.—*Continued.*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

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					Dimensions.				Gross. Britt.	Registered. Enregistré.	
					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
94,797	Calluna.....	Richibucto.....	1893 Richibucto, N.B.....	Screw—A hélice....	55 0	13 0	6 1	22	15	Mrs. Annie A. Robertson, Richibucto, N.B.	
103,921	Calumet.....	Peterborough.....	1895 Bobcaygeon, Ont.....	".....	54 0	8 1	4 0	22	15	Mosson M. Boyd, Bobcaygeon, Ont.	
74,297	Cambria.....	Port Arthur.....	1887 Lévis, Que.....	{ Screw—A hélice } { Wheels—A roues }	174 8	23 3	10 7	937	590	E. N. Potter, St. Catharines, Ont.	
100,024	Camilla.....	Toronto.....	1890 Roach's Point, Ont.....	Screw—A hélice....	68 0	12 5	6 8	54	37	D. L. McKinnon, Copper Cliff, Muskoka, Ont.	
51,646	Campana.....	Quebec.....	1873 Glasgow, G.B.....	".....	240 8	35 3	20 7	1697	1154	The Quebec Steamship Co., Ltd., Quebec, Que.	
100,869	Campania.....	".....	1893 Lake Megantic, Que.....	".....	48 4	13 2	5 0	23	16	G. M. Stearns, Lake Megantic, Que.	
	Canada.....	Montreal.....	1866 Sorel, Que.....	Wheels—A roues....	248 0	31 2	10 8	1768	962	Montreal Safe Deposit Co., Montreal, Que.	
100,392	Canada.....	Hamilton.....	1872 Hamilton, Ont.....	Screw—A hélice....	135 2	24 2	11 5	557	366	J. S. Nesbit, Sarnia, Ont.	
71,101	Canada.....	Toronto.....	1874 Wallaceburg, Ont.....	".....	123 2	24 1	8 7	312	209	D. M. Butchart, Owen Sound, Ont.	
90,605	Canada Atlantic Transfer.	Ottawa.....	1884 Coteau Landing, Que.....	Wheels—A roues....	171 0	70 0	8 6	619	395	Montreal Lighterage Co., Montreal, Que.	
107,094	Canadian.....	Victoria.....	1898 Victoria, B.C.....	Stern wheel—Roue à l'arrière.	146 5	33 4	4 7	716	455	Canadian Development Co., Ltd., Victoria, B.C.	
103,245	Canadien.....	Montreal.....	1893 Sorel, Que.....	Screw—A hélice....	61 3	9 7	3 9	22	15	Reni Godin, Sorel, Que.	
107,088	Canard.....	Ottawa.....	1896 Ottawa, Ont.....	".....	21 7	4 4	2 0	1	1	P. J. B. Belanger, Ottawa, Ont.	
100,808	Canuck.....	St. John, N.B....	1900 Racine, Wis., U.S.A.....	".....	16 3	4 3	1 8	1	1	Robert Thomson, St. John, N.B.	



## SESSIONAL PAPER No. 21b

80,767	Cape Blanc Boy ..	Quebec.....	1881	St. Laurent, Isle d'Orleans, Que.	"	37	8	11	0	5	2	11	7 E. Huot, Montreal, Que.
97,808	Cape Breton.....	Montreal...	1890	Hylton, G.B.	"	258	0	37	5	16	8	1764	1109 Dominion Coal Co., Ltd., Montreal, Que.
100,203	Capilano.....	Vancouver.....	1892	Vancouver, B.C.	"	120	0	22	2	9	6	231	157 G. T. Legg, Vancouver, B.C.
107,266	Capital.....	Ottawa.....	1898	Ottawa, Ont.	"	30	0	6	0	2	6	2	1 John Harper, et al, Ottawa, Ont.
100,026	Caponaning.....	Toronto.....	1888	French River, Ont.	"	41	6	11	1	5	0	18	12 The Ontario Lumber Co., Toronto, Ont.
112,184	Caprice.....	"	1901	Detroit, Mich., U.S.A.	"	44	0	7	3	3	8	6	4 J. H. Wilcott, Beaumaris, Ont.
64,585	Captain .....	St. John, N.B.	1871	Indiantown, St. John, N.B.	"	72	0	16	6	8	2	68	21 Archibald Tapley, St. John, N.B.
107,139	Captain Jim.....	Goderich.....	1902	Goderich, Ont.	"	78	6	17	8	7	2	58	39 Dominion Fish Co., Ltd., Winnipeg, Man.
92,388	Carlton .....	Hamilton .....	1878	Westport, Ont.	"	40	0	8	2	2	3	8	6 W. F. Thomson, Parry Sound, Ont.
92,559	Carmana .....	Belleville.....	1889	Sorel, Que.	"	90	0	15	5	5	3	56	38 T. S. Carman, Belleville, Ont.
112,261	Carmilia.. ..	Montreal.....	1902	"	"	66	4	17	5	8	2	63	39 Conrad Daneau, Pierreville, Que.
111,863	Carmita .....	Ottawa.....	1901	Carleton Place, Ont.	"	39	0	9	8	3	6	9	8 Mrs. Eliza J. McCluskey and Geo. W. Leach, North Bay, Ont.
78,012	Caro.....	Winnipeg.....	1883	Toronto, Ont.	"	38	0	7	8	3	9	14	10 G. W. Draper, Rat Portage, Ont.
100,648	Caroline.....	Victoria.....	1887	Victoria, B.C.	"	26	0	7	2	3	0	3	3 Reuben Mason and John Sinclair, J. O., Comox, B.C.
111,912	Caroline.....	Toronto.....	1900	Moon River, Ont.	"	38	5	9	7	4	0	12	8 Charles Martin, Midland, Ont.
80,620	Carrie .....	Lunenburg .....	1880	Yarmouth, N.S.	"	50	0	12	0	4	8	15	7 Leander C. Manning, Chester, N.S.
88,536	Carrie .....	Hamilton .....	1889	Hamilton, Ont.	"	29	0	6	6	3	2	3	2 G. Crawford, Hamilton, Ont.
96,958	Carrie Knight.....	St. John, N.B.	1884	Scituate, Mass., U.S.A.	"	29	8	6	8	2	1	6	4 A. FitzRandolph, Fredericton, N.B.
111,756	Carrie L.....	Rat Portage .....	1900	Ball City, Ont.	"	50	0	12	8	3	5	16	9 Sam. Lounsbury, Bell City, Ont.
.....	Carriella.....	Toronto.....	1869	Barrie, Ont.	"	70	0	12	0	4	5	35	24 D. Long, Orillia, Ont.
103,919	Casca .....	Victoria.....	1898	Victoria, B.C.	"	70	0	12	0	4	5	590	364 Otto R. Brenner, London, Ont.
112,243	Cascade .....	Vancouver.....	1902	Vancouver, B.C.	"	140	0	30	5	5	0	590	364 Otto R. Brenner, London, Ont.
112,142	Caspian .....	Kingston.....	1846	Kingston, Ont.	"	95	0	22	6	7	6	119	81 J. H. McNab, et al, Vancouver, B.C.
103,472	Cassiar .....	Victoria.....	{ 1890	Ballard, Wash., U.S.A.	"	177	6	43	4	6	7	957	543 Lake Ontario & Bay of Quinte Steamboat Co., Ltd., Kingston, Ont.
103,654	Catherine S.....	Winnipeg.....	{ 1901	Vancouver, B.C.	"	120	6	29	0	6	9	598	384 B. C. Mills Lumber & Trading Co., Ltd., Vancouver, B.C.
			1896	Rat Portage, Ont.	"	66	0	13	5	5	5	67	45 John Short, Rat Portage, Ont.

2-3 EDWARD VII., A. 1903

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Registered. Régistré.		
						Ft. 100ths	Ft. 100ths	Ft. 100ths				
92,432	Cecebe.....	Toronto.....	1886	Burk's Falls, Ont.....	Screw—A hélice.....	31 7	7 2	3 3	11	8	The Muskoka & Nipissing Nav. Co., Gravenhurst, Ont.	
100,549	Centreville..	Digby.....	1898	Centreville, N.S.....	"	67 4	18 4	7 0	60	32	A. Boutillier, <i>et al.</i> , Centreville, N.S.	
72,565	Ceres.....	Kingston.....	1875	Kingston, Ont.....	"	77 7	26 0	9 4	147	69	The Montreal Transportation Co., Montreal, Que.	
97,153	Chaco.....	Victoria.....		Norway.....	"	23 0	6 0	2 4	3	2	U. E. Dickenson, Nanose Bay, B.C.	
71,083	Chaffey.....	Montreal.....	1875	Portsmouth, Ont.....	"	59 0	14 0	6 0	42	29	H. Sicotte, Valleyfield, Que.	
92,331	Challenger..	Quebec.....	1886	Levis, Que.....	"	88 8	20 2	9 7	108	73	The Minister of Agriculture, Ottawa, Ont.	
	Chambly.....	Montreal.....	1871	Sorel, Que.....	Wheels—A roues.....	153 1	24 3	7 8	535	247	Montreal Safe Deposit Co., Mont- real, Que.	
80,017	Champion...	St. John, N.B.....	1880	Portland, St. John, N.B.	"	121 6	24 1	6 2	190	120	Archibald Tapley, St. John, N.B.	
	Champion....	Port Hope...	1868	Lindsay, Ont.....	"	94 5	15 1	5 3	142	89	Geo. Grandell, Lindsay, Ont.	
103,975	Champion...	Quebec.....	1897	Levis, Que.....	"	143 5	25 6	7 8	482	304	La Cie Maritime et Industrielle de Lévis, Lévis, Que.	
107,728	Champion...	Vancouver.....	1900	Vancouver, B.C.....	Screw—A hélice.....	85 0	19 7	6 8	100	68	Samuel K. Champion, Vancouver, B.C.	
103,443	Chance.....	Ottawa.....	1895	Ottawa, Ont.....	"	43 1	7 1	3 6	5	2	John Hewton, Kingston, Ont.	
100,180	Charlemagne.	Montreal.....	1891	Montreal, Que...	"	87 3	18 6	7 6	76	52	The Charlemagne & Lac Onareau Lumber Co., Ltd., Montreal, Que.	

## SESSIONAL PAPER No. 21b

97,008	Charles F. Armstrong.	St. Catharines.	1894	St. Catharines, Ont.	"	56 0	13 8	7 5	49	33	E. Armstrong, Port Colborne, Ont.
77,583	Charles F. Armstrong.	Quebec.	1874	Buffalo, N.Y., U.S.A.	"	100 0	18 2	7 0	212	144	Antoine Gagnon, Quebec, Que.
103,676	Charlie M. strong.	Toronto	1897	Montreal, Que.	"	54 5	11 0	5 0	50	30	Chas. Mickle, Gravenhurst, Ont.
80,746	Charlotte.	Ottawa.	1897	Gravenhurst, Ont.	"	37 0	10 3	3 6	14	9	P. Kelley, Kippewa, Que.
	Charlotte.	Montreal.	1870	Montreal, Que.	"	68 1	14 4	6 1	59	36	Thos. Gauthier, Montreal, Que.
103,909	Charlotte.	Victoria	1896	Quesnelle, B.C.	Stern wheel—Route à l'arrière.	111 4	20 6	4 6	217	77	John Irving, Victoria, B.C.
83,622	Charlton.	Windsor, Ont.	1862	Chicago, Ill., U.S.A.	Screw—A hélice.	135 0	19 4	10 4	389	265	Victoria Harbour Lumber Co., Ltd., Victoria Harbour, Ont.
100,793	Charmer.	Victoria.	1896	San Francisco, Cal., U.S.A.	"	200 0	42 0	12 9	1044	497	Canadian Pacific Navigation Co., Ltd., Victoria, B.C.
103,099	Chateauguay	Montreal.	1894	Montreal, Que.	Wheels—A roues.	133 8	20 2	7 1	222	119	R. Lang, <i>et al.</i> , Chateauguay, Que.
75,843	Chebucto.	Halifax.	1865	Dartmouth, N.S.	"	86 7	20 0	9 0	108	65	Wm. E. Sproull, Pictou Landing, N.S.
103,165	Chehalis	Vancouver.	1897	Vancouver, B.C.	Screw—A hélice.	59 3	13 0	6 5	54	37	G. T. Legg, Vancouver, B.C.
94,732	Chester	Windsor, N.S.	1890	Hantsport, N.S.	"	80 5	17 0	9 0	80	36	Daniel Murray, Windsor, N.S.
53,588	Chicora.	Halifax.	1864	Liverpool, G.B.	Wheels—A roues.	221 0	26 0	10 9	231	540	Niagara Navigation Co., Ltd., Toronto, Ont.
80,756	Chicoutimi	Toronto	1881	Bienville, Levis, Que.	"	92 9	19 5	6 3	110	70	Victoria Park Steamboat Co., Ltd., Toronto, Ont.
71,178	Chieftain	Kingston.	1874	Garden Island, Ont.	"	136 8	24 1	9 4	435	197	The Calvin Co., Ltd., Garden Island, Ont.
111,458	Chieftain.	Winnipeg.	1901	Selkirk, Man.	Screw—A hélice.	80 5	16 0	7 4	61	28	Dominion Fish Co., Ltd., Winnipeg, Man.
92,698	Chieftain.	"	1889	Big Forks, Rainy River, Ont.	"	52 0	12 0	5 4	40	27	F. W. Coates, Fort Frances, Ont.
94,820	Chieftain.	Victoria.	1890	Victoria, B.C.	"	79 5	16 5	7 8	65	39	Robert Cunningham, Port Essington, B.C.
107,726	Chinook.	Vancouver.	1900	Vancouver, B.C.	"	46 8	12 3	6 9	22	15	Rev. H. C. Nixon, Denman Island, B.C.
92,560	Chipmunk.	Montreal.	1888	Montreal, Que.	"	73 7	10 2	7 0	37	25	G. W. Eadie, Montreal, Que.
100,753	Chippewa.	Toronto.	1893	Hamilton, Ont.	Wheels—A roues.	308 5	36 3	12 5	1514	764	Niagara Navigation Co., Ltd., Toronto, Ont.
83,103	Christena.	Richibucto.	1886	Mission Point, Que.	"	70 3	17 2	5 5	57	36	W. Glover and K. Shieves, Campbellton, N.B.
100,756	Chub.	Toronto.	1893	Bronté, Ont.	Screw—A hélice.	71 5	18 3	5 7	57	39	John Corson, Hamilton, Ont.
107,089	Chummy.	Ottawa.	1898	Hull, Que.	"	46 0	9 2	3 0	5	4	Capital Sand & Brick Co., Ottawa, Ont.
96,713	Circassian	"	1886	Aylmer, Que.	"	46 5	9 0	2 5	8	5	Alfred Bourgeau, Aylmer, Que.



2-3 EDWARD VII., A. 1903

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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						Dimensions.				Gross. Brut.	Registered. Enregistré.	
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						Ft. 10ths	Ft. 10ths	Ft. 10ths				
97,117	Circé . . . . .	Collingwood . . . . .	1889	Collingwood, Ont. . . . .	Screw—A hélice . . . . .	28 0	7 0	3 0	3	2	C. W. Tobey, Collingwood, Ont.	
111,561	City Queen . . . . .	Toronto . . . . .	1900	Midland, Ont. . . . .	" . . . . .	70 5	15 7	4 5	69	42	A. L. Nickerson and C. T. Nickerson, J. O., Midland, Ont.	
107,201	City of Alberton . . . . .	Winnipeg . . . . .	1897	Fort Frances, Ont. . . . .	" . . . . .	62 0	14 0	4 3	67	39	Walter Ross, Rat Portage, Ont.	
111,919	City of Bala . . . . .	Toronto . . . . .	1901	Bala, Ont. . . . .	" . . . . .	76 3	12 7	4 8	74	47	John Burgess, Bala, Ont.	
71,094	City of Belleville . . . . .	Prescott . . . . .	1878	St. Catharines, Ont. . . . .	" . . . . .	89 7	15 4	7 0	101	69	Can. Pacific Car & Passenger Transfer Co., Ltd., Prescott, Ont.	
92,734	City of Chatham . . . . .	Toronto . . . . .	1888	Toronto, Ont. . . . .	" . . . . .	125 6	28 5	9 0	341	332	Chatham Navigation Co., Chatham, Ont.	
94,796	City of Collingwood . . . . .	Owen Sound . . . . .	1893	Owen Sound, Ont. . . . .	" . . . . .	213 0	34 0	12 6	1387	893	Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.	
	City of Dresden . . . . .	Windsor, Ont. . . . .	1872	Windsor, Ont. . . . .	" . . . . .	93 0	21 0	8 9	194	124	Chas. D. Shirley, Blenheim, Ont.	
63,145	City of Ghent . . . . .	Halifax . . . . .	1871	Great Grimsby, G.B. . . . .	" . . . . .	135 9	20 4	9 7	199	119	Robert Pickford, Halifax, N.S.	
107,942	City of Ladysmith . . . . .	St. Catharines . . . . .	1900	Hamilton, Ont. . . . .	" . . . . .	69 6	16 0	5 2	35	24	Chas. Ross, Port Maitland, Ont.	
92,330	City of London . . . . .	Quebec . . . . .	{ 1888 1892 }	{ Kingston, Ont. . . . . Owen Sound, Ont. . . . .	" . . . . .	120 0	27 0	7 8	516	294	North American Transportation Co., Ltd., Quebec, Que.	
97,111	City of Midland . . . . .	Collingwood . . . . .	1890	Owen Sound, Ont. . . . .	" . . . . .	176 4	28 3	10 7	974	632	Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.	
90,638	City of Mount Clemens . . . . .	St. Catharines . . . . .	1880	Mount Clemens, U.S.A. . . . .	" . . . . .	95 0	21 8	6 0	102	69	Jas. W. Steinhoff, Wallaceburg, Ont.	

## SESSIONAL PAPER No. 21b

96,995	City of Nanaimo	Victoria	1891	Vancouver, B.C.	"	150 0	32 0	9 4	761	518	Esquimalt & Nanaimo Railway Co., Ltd., Victoria, B.C.
107,598	City of Owen Sound	{ Owen Sound, Ont. }	{ 1867 Montreal, Que. 1900 Owen Sound, Ont. }		Wheels—A routes	129 3	24 3	10 6	754	444	T. M. Kirkwood, Toronto, Ont.
71,166	City of Peterboro'	Peterborough	1876	Peterborough, Ont.	Screw—A hélice	100 0	19 2	6 2	230	161	Peterborough Navigation Co., Peterborough, Ont.
100,134	City of Selkirk	Winnipeg	1892	Selkirk, Man.	"	143 7	23 9	9 1	458	311	The Dominion Fish Co., Ltd., Winnipeg, Man.
100,029	City of Stratford	Toronto	1874	Port Dalhousie, Ont.	"	32 4	8 8	2 7	4	3	Andrew J. Jeffrey, Stratford, Ont.
103,896	City of Tipella	New Westminster	1890	Seattle, Wash., U.S.A.	"	43 6	9 6	3 3	19	12	The Provincial Canning Co., Ltd., Vancouver, B.C.
94,769	City of Toronto	Owen Sound	1895	Owen Sound, Ont.	Wheels—A routes	150 0	24 0	9 2	782	492	The Northern Navigation Co. of Ontario, Ltd., Collingwood, Ont.
94,843	City of Windsor	Windsor, Ont.	1883	Detroit, Mich., U.S.A.	Screw—A hélice	117 0	24 8	11 0	511	316	D. L. McKinnon, Sudbury, Ont.
96,762	Clansman	Port Hawkesbury	1890	Port Hawkesbury, N.S.	"	39 0	10 9	6 6	23	16	Robert Stevenson, Wallace, N.S.
107,711	Clansman	Vancouver	1899	Vancouver, B.C.	"	82 0	17 2	6 8	72	49	Mackenzie Bros., Ltd., Vancouver, B.C.
74,382	Clara	Toronto	1877	Barrie, Ont.	"	44 0	8 0	.....	12	8	William Penn Jaynes, Barrie, Ont.
90,798	Clara W. Young	Vancouver	1898	New Westminster, B.C.	"	54 5	13 2	5 2	31	21	A. Ewen, New Westminster, B.C.
94,984	Clark Bros.	{ Toronto }	{ 1890 } 1901	Toronto, Ont.	"	80 0	16 2	5 5	92	38	Mrs. Mary Clark, Toronto, Ont.
112,248	Claymore	Vancouver	1902	Vancouver, B.C.	"	29 0	4 7	2 3	7	5	W. McCarthy, et al., Vancouver, B.C.
111,679	Clayton	Parrsboro'	1902	Parrsboro', N.S.	"	62 8	15 2	5 6	43	24	D. A. Huntley, Parrsboro', N.S.
103,170	Cleeve	New Westminster	1897	New Westminster, B.C.	"	56 6	12 1	6 3	36	24	The Cleeve Canning & Cold Storage Co., Ltd., Vancouver, B.C.
100,755	Cleopatra	Toronto	1893	Hamilton, Ont.	"	113 5	16 9	9 2	104	71	A. E. Gooderham and T. G. Blackstock, J.O., Toronto, Ont.
107,528	Clifford Sifton	Victoria	1899	Lake Bennett, B.C.	Stern wheel—Roue à l'arrière	120 0	24 0	4 5	291	184	Dominion Steamboat Line Co., Ltd., Victoria, B.C.
90,750	Clifton	St. John, N.B.	1886	Hampton, N.B.	"	91 1	18 0	4 4	138	87	A. T. Mabey, St. John, N.B.
72,951	Clinton	St. Catharines	1874	St. Catharines, Ont.	Screw—A hélice	138 0	23 8	12 0	430	222	James Matthews, Toronto, Ont.
83,031	Clipper	Ottawa	1880	Brockville, Ont.	"	31 8	7 0	2 8	4	3	A. Thompson, Ottawa, Ont.
107,197	Clipper	Winnipeg	1897	Rat Portage, Ont.	"	69 5	12 0	4 3	53	32	E. F. Kendall, M.O., Rat Portage, Ont.
111,993	Clive	Vancouver	1902	New Westminster, B.C.	"	54 0	13 5	3 0	35	24	Carlisle Canning Co., Ltd., Bolton, Eng.
77,779	Clucas	Goderich	1882	Goderich, Ont.	"	60 0	13 8	5 7	28	19	Dominion Fish Co., Ltd., Winnipeg, Man.
59,833	Clyde	Quebec	1863	Lévis, Que.	Wheels—A routes	141 7	23 5	9 4	592	373	John S. MacLean, Halifax, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		Register.		
96,714	Clyde	Ottawa	1888	Baie des Pères, Que.	Screw—A hélice	61 5	13 5	3 4	29	26	A. Lumsden, Ottawa, Ont.	
94,898	Clyde	New Westminster	1889	Vancouver, B. C.	"	80 0	16 0	6 0	68	46	J. B. Newcomb, M.O., Vancouver, B. C.	
111,520	Clymene	St. John, N. B.	1901	St. John, N. B.	"	39 0	7 8	3 5	10	7	John E. March, St. John, N. B.	
86,071	Coban	Montreal	1882	Sunderland, G. B.	"	230 0	33 1	16 0	1063	689	Black Diamond SS. Co., Ltd., Montreal, Que.	
71,165	Cobocok	Port Hope	1876	Fenelon Falls, Ont.	Wheels—A roues	80 8	15 8	5 0	103	86	Mrs. C. McFadden, Fenelon Falls, Ont.	
111,938	Cobocok	Lindsay	1902	Cobocok, Ont.	"	30 7	12 4	3 1	9	6	Wm. Shields, Cobocok, Ont.	
111,431	Cock O' the North	Halifax	1902	Dartmouth, N. S.	Screw—A hélice	31 5	5 5	3 3	3	3	J. A. Glassey, Halifax, N. S.	
96,803	Collector	"	1891	"	"	63 8	20 8	5 5	52	35	Louis Hedler, Halifax, N. S.	
80,911	Colonel By	Prescott	1868	Ogdensburg, N. Y., U. S. A.	"	45 0	9 2	3 9	9	6	P. Eligh, Burritt's Rapids, Ont.	
112,395	Colonge	Ottawa	1902	Sand Point, Ont.	Wheels—A roues	47 7	17 9	3 6	18	12	Gillies Bros. Co., Ltd., Braeside, Ont.	
103,892	Columbia	New Westminster	1896	Nakusp, B. C.	Screw—A hélice	77 0	14 5	6 4	50	34	Canadian Pacific Railway Co., Montreal, Que.	
107,091	Columbian	Victoria	1898	Victoria, B. C.	Stern wheel—Roue à l'arrière.	146 5	33 4	4 7	716	455	Canadian Development Co., Ltd., Victoria, B. C.	
71,105	Comet	Chatham, Ont.	1876	Chatham, Ont.	Screw—A hélice	55 0	11 0	4 6	22	15	R. E. Moore, Harrison, Ont., and W. Vandusen, Tara, Ont., J. O.	
92,450	Comet	Toronto	1887	Milford Bay, Ont.	"	60 0	11 5	5 0	20	14	The Radburn Co., Deseronto, Ont.	



## SESSIONAL PAPER No. 21b

96,992	Comet.....	Vancouver.....	1891	New Westminster, B.C.	"	77 0	16 0	7 7	85	59	B. C. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.
94,939	Comet.....	Port Hope.....	1895	Lake Seugog, Ont.	"	45 0	8 0	1 2	8	3	Josiah Ball, Fesserton, Ont.
94,799	Comet.....	Richibucto.....	1901	Bass River, N.B.	Wheels—A roues....	51 0	9 5	3 7	21	14	John D. Walker, Bass River, N.B.
90,523	Comfort.....	Chatham, Ont.....	1891	Rondeau, Ont.....	Screw—A hélice....	43 0	13 0	3 3	14	12	T. W. Whiteley and W. W. Stover, J.O., Sombra, Ont.
107,487	Commodore.....	Sault Ste. Marie...	1885	Manitowoc, Wis., U.S.A.	"	59 0	14 5	7 3	40	22	Joseph Ganley, Sault Ste. Marie, Ont.
.....	Commodore.....	Port Hope.....	1867	Lindsay, Ont.....	Wheels—A roues....	96 0	16 8	5 0	175	110	George Crandell, Lindsay, Ont.
97,067	Commodore.....	Halifax.....	1891	Charlottetown, P.E.I.	Screw—A hélice....	48 2	9 8	5 0	13	8	William N. Wickwire, Halifax, N.S.
103,450	Commodore.....	Ottawa.....	1895	Carleton Place, Ont.....	"	36 2	8 2	3 0	3	3	John Moore, Carleton Place, Ont.
75,699	Commodore Holiwell.	Quebec.....	1878	Quebec, Que.....	"	31 4	9 3	4 2	10	3	Thomas Fitzgerald, Quebec, Que.
71,614	Como.....	Montreal.....	1875	Sorel, Que. . . . .	Wheels—A roues....	95 0	17 2	5 2	75	47	H. Hamelin, Champlain, Que.
100,202	Comox.....	Vancouver.....	1891	Vancouver, B.C.....	Screw—A hélice....	101 0	18 1	5 2	101	60	G. T. Legg, Vancouver, B.C.
63,816	Conqueror.....	Montreal.....	1871	Renfrew, G.B.....	Wheels—A roues....	136 6	21 7	11 8	233	24	Sincennes McNaughton Line, Ltd., Montreal, Que.
52,630	Conqueror.....	Quebec.....	1865	"	"	136 5	20 2	11 6	199	15	Frank Ross, Quebec, Que.
90,570	Conqueror.....	Toronto.....	1886	Toronto, Ont.....	Screw—A hélice....	60 0	13 8	5 5	25	17	E. Adamson, Toronto, Ont.
88,540	Constance.....	Hamilton.....	1885	Greenock, G.B.....	"	18 0	5 0	2 2	1	1	Jas. Turnbull, Hamilton, Ont.
100,412	Constance.....	Ottawa.....	1891	Owen Sound, Ont.....	"	115 6	19 6	11 2	185	126	The Minister of Customs, Ottawa, Ont.
94,899	Constance.....	New Westminster.....	1890	Victoria, B.C.....	"	66 0	14 4	6 9	50	29	Alex. Ewen, New Westminster, B.C.
103,686	Constance.....	Toronto.....	1898	Gravenhurst, Ont.....	"	82 0	13 0	5 0	52	35	G. H. Homer and R. Wade, J.O., Gravenhurst, Ont.
64,996	Contest.....	Quebec.....	1872 1885	Quebec, Que. Levis " }	Wheels—A roues....	132 3	23 0	10 5	274	104	Julien Chabot, Levis, Que.
100,205	Coquitlam.....	Vancouver.....	1892	Vancouver, B.C.....	Screw—A hélice....	120 0	22 0	9 6	256	166	G. T. Legg, Vancouver, B.C.
92,445	Cora.....	Toronto.....	1887	Toronto, Ont.....	"	32 3	7 5	3 2	4	3	Oliver B. Sheppard, Toronto, Ont.
97,165	Cora.....	Victoria.....	1891	Cowichan Lake, B.C.....	"	54 4	14 7	5 0	25	17	Wm. Sutton, Victoria, B.C.
111,933	Cora.....	Lindsay.....	1902	Port Perry, Ont.....	"	55 3	9 9	4 6	23	16	J. B. Bowerman, Port Perry, Ont.
103,673	Corona.....	Toronto.....	1896	Toronto, Ont.....	Wheels—A roues....	270 3	32 4	12 5	1274	649	Niagara Navigation Co., Ltd., Toronto, Ont.
88,240	Corrella.....	Brockville.....	1859	Brockville, Ont.....	Screw—A hélice....	30 8	7 2	3 4	4	3	M. Kenville, Brockville, Ont.

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						Ft. 100ths	Ft. 100ths	Ft. 100ths			
	Corsican	Montreal	1870	Montreal, Que.	Wheels—A roues.	179 2	27 0	11 2	946	502	Montreal Safe Deposit Co., Montreal, Que.
107,890	Courier	"	1900	"	Screw—A hélice	36 9	9 3	6 2	12	8	Harbour Commissioners of Montreal, Montreal, Que.
96,997	Courser	New Westminster	1892	New Westminster, B.C.	Stern wheel—Roue à l'arrière.	125 0	14 5	3 5	161	101	R. K. Hoalgate, Vancouver, B.C.
103,675	Creole	Toronto	1897	Midland, Ont.	Screw—A hélice	50 0	11 0	5 0	21	14	Manley Chew, Midland, Ont.
111,533	Crescent	Vancouver	1896	Vancouver, B.C.	"	28 6	7 7	2 6	3	2	Wesley Newton, Vancouver, B.C.
107,796	Crocket	St. John, N.B.	1894	St. John, N.B.	"	36 5	7 3	3 6	5	3	Hon. J. Israel Tarte, Ottawa, Ont.
75,494	Cruiser	Toronto	1887	Portsmouth, Ont.	"	83 2	14 6	6 5	55	24	The Cruiser Club, Toronto, Ont.
78,014	Cruiser	Winnipeg	1880 1898	Keewatin, Ont.	"	39 5	10 0	3 9	27	16	Keewatin Lumbering & Mfg. Co., Ltd., Hamilton, Ont.
75,791	Crusader	Ottawa	1874	Ottawa, Ont.	"	28 6	6 6	3 2	3	2	Robert Neil, Hull, Que.
71,153	Cuba	Hamilton	1875	Kingston, Ont.	"	177 0	26 0	11 5	931	599	Montreal & Chicago Merchants Shipping Co., Ltd., Toronto, Ont.
77,889	Cuckoo	Quebec	1878	Chicoutimi, Que.	"	31 5	9 0	2 8	6	4	Ainsworth Sturton, Chicoutimi, Que.
75,538	Cultivateur	Montreal	1874	Sorel, Que.	Wheels—A roues.	170 0	26 5	8 0	362	238	Montreal Safe Deposit Co., Montreal, Que.
100,413	Curlow	Ottawa	1892	Owen Sound, Ont.	Screw—A hélice	116 3	19 8	11 3	158	96	The Minister of Marine and Fisheries, Ottawa, Ont.
100,663	Curlow	Belleville	1895	Kingston, Ont.	"	35 2	7 0	2 9	9	6	H. A. Cartwright, Belleville, Ont.

## SESSIONAL PAPER No. 21b

100,770	Carlew	Toronto	1891	Toronto, Ont.	"	29 0	6 6	3 4	3	3 F. H. Gooch, Toronto, Ont.
111,877	Cygnat	Barrington	1902	Yarmouth, N.S.	"	37 3	9 9	5 0	11	8 Mitchell Smith, Barrington, N.S.
112,290	Cygnat	Winnipeg	1902	Selkirk, Man.	"	50 0	12 0	4 5	18	12 W. W. Fryer, Selkirk, Man.
103,579	Cynthia	Collingwood	1897	Collingwood, Ont.	"	60 0	11 9	6 4	35	24 Dominion Fish Co., Ltd., Winnipeg, Man.
107,896	Cynthia (The)	Montreal	1900	Racine, Wis., U.S.A.	"	18 0	4 5	2 0	1	1 F. Adams Briggs, Waterloo, Que.
103,907	Ozar	Victoria	1897	Victoria, B.C.	"	101 0	21 5	11 0	152	93 James Dunsmuir, Victoria, B.C.
96,706	D. A. Martin	Ottawa	1889	Kippewa, Que.	"	84 0	16 0	6 0	78	57 A. Lumsden, Ottawa, Ont.
103,887	D. B. Mulligan	"	1897	Pembroke, Ont.	"	81 3	22 7	5 6	77	46 John Ryan, et al., Pembroke, Ont.
72,575	D. C. West	Kingston	1874	Clayton, N.Y., U.S.A.	"	80 4	13 8	5 0	60	32 J. Fleming, Toronto, Ont.
83,298	D. D. Calvin	"	1883	Garden Island, Ont.	"	166 0	32 0	15 1	750	483 The Calvin Co., Ltd., Garden Island, Ont.
78,007	D. L. Mather	Winnipeg	1882	Keewatin, Ont.	"	92 0	19 0	8 0	103	70 Keewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.
103,575	D. L. White	Collingwood	1896	Midland, Ont.	"	62 0	13 0	6 8	56	38 Canada Iron Furnace Co., Midland, Ont.
71,134	P. P. Day	Port Dover	1875	Buffalo, N.Y., U.S.A.	"	35 1	11 0	4 0	11	6 The Canadian Construction Co., Montreal, Que.
71,104	D. R. Van Allen	Toronto	1874	Chatham, Ont.	"	136 0	26 0	10 0	318	216 Peter Payette, Penetanguishene, Ont.
97,119	D'Alton McCarthy	Collingwood	1893	Collingwood, Ont.	"	66 0	14 0	6 4	54	37 Dominion Fish Co., Ltd., Winnipeg, Man.
112,222	Dahinda	St. John, N. B.	1902	St. Joseph, Mich., U.S.A.	"	25 5	6 0	2 3	2	1 R. S. FitzRandolph, Fredericton, N.B.
112,245	Daisy	Vancouver	1902	Vancouver, B.C.	"	35 8	9 8	4 2	13	9 John Dodd, et al., Vancouver, B.C.
74,353	Daisy	Pictou, N. S.	1877	Fisher's Grant, N.S.	"	40 6	10 8	4 0	11	7 Edward Malcolm, Port Malcolm, N.S.
88,375	Daisy	Victoria	1885	Comox, B.C.	"	71 0	14 4	5 6	60	41 Victoria Lumber & Manufacturing Co., Ltd., Victoria, B.C.
103,049	Daisy	Ottawa	1890	Carleton Place, Ont.	"	30 2	6 2	2 0	2	1 Claude McLachlin, Arnprior, Ont.
100,657	Daisy	"		Alexandria Bay, N.Y., U.S.A.	"	39 0	6 1	3 1	2	2 G. B. Magee, Merrickville, Ont.
100,465	Daisy	Quebec	1893	Quebec, Que.	"	41 6	11 0	4 5	15	10 Minister of Public Works, Ottawa, Ont.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Gross. Brut.)	Register. Enregistré.		
111,457	Daisy	Winnipeg	1901	Selkirk, Man.	Screw—A hélice.	57 5	12 0	6 0	27	8	27	Dominion Fish Co., Ltd., Winni- peg, Man.
103,658	Daisy Moore	"	(1884 Ohio, U.S.A.) 1900	Rat Portage, Ont.	"	57 0	12 0	5 2	38	21	38	"
94,881	Dama	Quebec	1889	Sorel, Que.	"	91 8	13 2	4 4	55	37	55	A. Mercer, Les Escoumains, Que.
51,656	Dandy	Montreal	1864	Buffalo, N.Y., U.S.A.	"	48 0	13 0	5 6	46	15	46	Sicennes McNaughton Line, Ltd., Montreal, Que.
62,279	Danube	Victoria	1864	Govan, G.B.	"	215 6	27 7	20 7	887	561	887	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
90,889	Dartmouth	Halifax	1888	Yarmouth, N.S.	Wheels—A roues.	136 0	28 4	10 7	311	196	311	The Dartmouth Ferry Commis- sion, Dartmouth, N.S.
64,967	Dauntless	Quebec	1871	Pointe Lévis, Que.	Screw—A hélice.	82 0	18 4	9 5	81	35	81	The Canadian Forw'dg & Export Co., Ltd., Montreal, Que.
90,579	Dauntless	Toronto	1884	Gravenhurst, Ont.	"	44 6	8 0	4 5	8	5	8	S. C. Macdonald, Dunnville, Ont.
107,874	Dauntless	Lindsay	1900	Bobcaygeon, Ont.	"	28 0	6 4	3 1	3	2	3	Thomas Robson, Fenelon Falls, Ont.
111,599	Dauntless	New Westminster	1901	New Westminster, B.C.	"	92 0	20 5	9 5	128	89	128	Jos. Meyer, M.O., New West- minster, B.C.
85,306	David G. Thomson	Montreal	1883	Kingston, Ont.	"	103 3	17 3	9 8	182	75	182	Montreal Transportation Co., Montreal, Que.
90,661	David Duncan	Weymouth	1882	Halifax, N.S.	"	48 5	10 8	6 0	21	11	21	Leander M. Ellis, M.O., Wey- mouth, N.S.
54,398	David Weston	St. John, N. B.	1866	Carleton, St. John, N.B.	Wheels—A roues.	176 6	27 5	8 2	765	552	765	The Star Line Steamship Co., Gagetown, N.B.
90,820	Dawn	Port Hope	1888	Lakefield, Ont.	Screw—A hélice.	40 0	10 4	6 5	20	16	20	S. Purser, Hall's Bridge, Ont.

## SESSIONAL PAPER No. 21b

	Toronto	1900	Toronto, Ont	"	27 0	6 5	2 0	31	
112,174 Dawn	Toronto	1900	White Horse, Y. T.	Stern wheel—Roue à l'arrière.	167 0	34 0	4 5	779	2 Jos. Cooper, Bracebridge, Ont.
107,836 Dawson	Victoria	1901	St. Laurent, Isle of Orleans, Que.	Screw—A hélice.	37 5	7 7	3 3	491	The British Yukon Nav. Co., Ltd., Victoria, B.C.
107,494 De St. Juste	Quebec	1893	Langley B.C.	Stern wheel—Roue à l'arrière.	85 0	16 5	4 0	5	4 Jean-Baptiste E. Letellier, Quebec, Que.
111,597 Defender	New Westminster	1901	Tacoma, Wash., U.S.A.	Screw—A hélice.	62 0	16 0	5 1	216	Henry West, Langley, B.C.
107,717 Defiance	Vancouver	1897	Port Huron, Mich., U.S.A.	"	32 0	6 2	3 4	4	3 Jas. David, Carmanah, Ont.
96,856 Delila	Sarnia	1896	Buffalo, N.Y., U.S.A.	"	62 4	14 8	7 4	46	Minister of Public Works, Ottawa, Ont.
61,134 Delisle	Montreal	1869	Victoria, B.C.	"	47 5	9 5	4 4	15	Victoria Canning Co. of B. C., Ltd., Victoria, B.C.
100,644 Delta	Victoria	1889	Ladner's Landing, B.C.	"	54 0	14 0	4 3	25	Jos. Quadros, Victoria, B.C.
90,805 Delta	"	1886	Hillsboro, N.B.	"	34 5	12 8	4 9	20	Edward Kinnie, Albert, N.B.
90,618 Delta	Moncton	1889 } 1895 }	New Westminster, B.C.	"	36 0	8 5	3 8	9	Canadian Pacific Ry. Co., Montreal, Que.
103,310 Denver	Vancouver	1895	Chatham, N.B.	Wheels—A roues.	50 5	7 7	3 1	12	J. C. Miller, Derby, N.B.
78,042 Derby	Chatham, N. B.	1878	Ottawa, Ont.	Screw—A hélice.	35 8	9 1	3 0	3	C. G. Stackhouse, Ottawa, Ont.
103,889 Derby	Ottawa	1897	Racine, Wis., U.S.A.	"	15 5	4 5	2 8	3	W. D. Morris, Ottawa, Ont.
107,422 Derry Carne	Brockville	1900	Deseronto, Ont.	"	62 4	12 0	4 6	55	The Rathbun Co., Deseronto, Ont.
75,914 Deseronto	Deseronto	1879	Buffalo, N.Y., U.S.A.	"	71 5	15 3	5 6	33	D. J. Millar, Gore Bay, Algoma, Ont.
71,150 Despatch	Goderich	1878	Revelstoke, B.C.	Wheels—A roues.	54 0	10 8	4 5	37	Columbia & Kootenay Steam Nav. Co., Ltd., Nelson, B.C.
96,986 Despatch	New Westminster	1888	Seattle, Wash., U.S.A.	Screw—A hélice.	33 6	9 0	2 9	7	The Alberta & B.C. Exploration Co., Ltd., London, Eng.
103,297 Despatch	"	1889	Toronto, Ont.	"	32 8	6 3	3 3	3	W. Packer, Wood Township, Simcoe Co., Ont.
92,729 Devenish	Toronto	1886	Pictou, N.S.	"	43 3	12 4	5 6	23	H. J. Lewis, Edwardsville, N.S.
100,655 Diamond	Pictou, N. S.	1894	Sorel, Que.	"	65 3	10 0	4 8	23	H. Beauchemin, Sorel, Que.
100,594 Diane	Montreal	1891	Simcoe, Ont.	Wheels—A roues.	28 6	10 0	3 3	16	The Dickson Co., Peterborough, Ont.
103,930 Dickson	Peterborough	1890	Carleton, St. John, N.B.	Screw—A hélice.	66 2	17 5	9 1	70	H. J. Olive, St. John, N.B.
64,645 Dringo	St. John, N. B.	1872	St. Thomas, Que.	"	72 5	23 5	8 4	86	Pierre Bégin, Quebec, Que.
59,906 Diver	Quebec	1869	Gananoque, Que.	"	42 3	7 4	2 9	5	J. W. Church, Gananoque, Ont.
100,664 Dolce	Kingston	1894							

## LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.				Tonnage Register. Enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Gross. Brut.		
						Ft. 10lbs.	Ft. 10lbs.	Ft. 10lbs.			
107,219	Dolly .....	Winnipeg .....	1900	Winnipeg, Man. ....	Screw—A hélice. . .	24 0	7 0	3 0	3	1	A. J. McPherson, Dauphin, Man.
111,928	Dolly Gray .....	Toronto .....	1900	Dorset, Ont. ....	" .....	35 0	5 7	2 8	5	3	William Howard, Baysville, Ont.
111,992	Dolphin .....	Vancouver .....	1902	Lund, B.C. ....	" .....	47 4	11 0	5 8	20	14	F. G. Thurlin, Lund, B.C.
90,714	Dolphin .....	Halifax .....	1886	Dartmouth, N.S. ....	" .....	39 6	12 0	4 5	13	9	The Maritime Clay Works, Ltd., Pugwash, N.S.
80,480	Dolphin .....	Ottawa .....	1881	Montreal, Que .....	" .....	74 4	18 5	8 1	70	37	Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,441	Dolphin .....	Toronto .....	1871	E. Cowes, I. of W., Eng.	" .....	50 0	10 0	4 3	13	9	The Savanagh Lumber Co., Ltd., Penetanguishene, Ont.
90,710	Dolphin .....	Montreal .....	1887	Port Dalhousie, Ont. ....	" .....	37 0	6 1	3 0	6	5	John T. Nicholson, Montreal, Que.
103,068	Dolphin .....	Yarmouth .....	1896	Yarmouth, N. S. ....	" .....	34 0	9 6	4 0	8	4	Frank Roberts, Halifax, N.S.
107,896	Dolphin .....	Owen Sound .....	.....	Unknown .....	" .....	49 0	12 5	5 1	24	17	The Rathbun Co., Deseronto, Ont.
111,922	Dolphin E. ....	Toronto .....	1901	Bayonne City, N. J., U. S. A. ....	" .....	36 0	6 8	2 2	6	4	Miss Minnie McVicar, Paris, Ont.
83,419	Dominion .....	Port Hope .....	1884	Lindsay, Ont. ....	Wheels—A roues....	79 0	14 0	4 5	46	29	Francis Burke, Lindsay, Ont.
90,707	Dominion .....	Windsor, Ont. ....	1868	St. Catharines, Ont. ....	Screw—A hélice. ....	135 0	25 8	11 4	478	304	Mrs. Henrietta Peck, Windsor, Ont.
90,826	Dominion .....	Chatham, Ont. ....	1890	Chatham, Ont. ....	" .....	95 0	24 0	5 0	138	94	David Flock, Chatham, Ont.
107,108	Don .....	Victoria .....	1898	Victoria, B.C. ....	" .....	27 8	7 8	3 5	4	3	E. Dickinson, Victoria, B.C.



## SESSIONAL PAPER No. 21b

103,154	Donney	Vancouver	1895	Vancouver, B.C.	"	38	6	10	2	4	5	15	Mrs. Emma A. Robertson, Vancouver, B.C.
96,710	Dora	Ottawa	1889	Openican Lake, Que.	"	61	6	13	0	5	5	48	Alex. Lumsden, Ottawa, Ont.
111,764	Dorcas	Kingston	1897	Kingston, Ont.	"	31	2	5	6	3	0	3	Mrs. Electa Stevenson, Gananoque, Ont.
111,562	Dorothe	Toronto	1900	Penetanguishene, Ont.	"	33	0	8	4	3	3	8	Peter Payette, Penetanguishene, Ont.
96,861	Dorothy	Prescott	1888	Kingston, Ont.	"	38	4	7	1	3	4	10	Mrs. Adeline E. Holmes, Montreal, Que.
111,980	Dorothy	Vancouver	1902	Vancouver, B.C.	"	42	5	10	2	4	8	20	W. H. Armstrong, Vancouver, B.C.
100,397	Dorthea	Brockville	1894	Hamilton, Ont.	"	71	0	12	6	4	8	51	Geo. T. Fulford, Brockville, Ont.
88,292	Dot	Quebec	1884	Quebec, Que.	"	33	8	9	5	4	0	10	D. Champoux, D'Israeli, Wolfe Co., Quebec,
103,220	Dot	Ottawa	1891	Kingston, Ont.	"	31	0	7	0	3	0	2	R. W. Stephens, Ottawa, Ont.
103,212	Dottie	"	1888	Carleton Place, Ont.	"	25	4	5	2	2	1	1	Mrs. Jeannie F. Ferguson, North Bay, Ont.
92,733	Douglas	Toronto	1888	Midland, Ont.	"	30	4	7	9	4	2	5	The Georgian Bay Consolidated Lumber Co., Waukegan, Ont.
98,030	Douglas	Victoria	1881	Renfrew, G.B.	"	214	0	25	0	14	7	741	John J. Alexander, Mazatlan, Mexico.
101,291	Douglas H. Thomas	Sydney		U. S. A.	"	116	5	21	0	13	0	212	The Dominion Coal Co., Ltd., Montreal, Que.
78,459	D uro	Quebec	1879	Bristol, G. B.	"	171	3	20	1	17	4	432	Alexander Fraser, Quebec, Que.
94,907	Dreadnaught	Vancouver	1890	New Westminster, B.C.	"	82	0	13	0	5	5	33	F. S. Fraser, Vancouver, B.C.
88,235	Dream	Ottawa	1886	Kingston, Ont.	"	50	6	10	3	4	2	12	The Minister of Customs, Ottawa, Ont.
92,356	Dream	St. John, N.B.	1881	Newark, N.J., U.S.A.	"	63	9	14	1	5	0	45	W. H. Thorne, St. John, N.B.
100,269	Drone	Vancouver	1892	Vancouver, B.C.	Wheels—A rones	40	0	16	0	3	5	29	William Braid, Vancouver, B.C.
112,393	Druid	Ottawa	1902	Paisley, G. B.	Screw—A helice	100	0	30	1	12	5	503	Minister of Marine and Fisheries, Ottawa, Ont.
90,800	Duchess	Victoria	1888	Golden, B.C.	Wheels—A rones	81	6	17	3	4	6	145	F. P. Armstrong, Golden, B.C.
103,342	Duchess of York	Montreal	1895	Montreal, Que.	"	156	8	25	3	9	4	490	Ottawa River Navigation Co., Montreal, Que.
111,442	Dundaiff	Ottawa	1899	Hull, Que.	Screw—A helice	30	5	6	9	3	6	2	P. Waters, Hull, Que.
83,068	E. B. Eddy	Prescott	1881	Hull, Que.	"	98	0	20	7	8	0	78	The St. Lawrence Terminal Co., Ltd., Quebec, Que.
100,130	E. G. Ashley	Wallaceburg			"	40	5	9	5	6	5	10	D. A. Gordon, Wallaceburg, Ont.

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

## LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.			Tonnage		Owner, or Managing Owner, and Address.  Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Gross. Brut.)	Register. Régistré.	
96,705	E. G. Leverdure.	Ottawa.	1899	Ottawa, Ont.	Screw—A hélice.	66 6	13 7	5 0	54	49	A. Simpson, Ontario Bank, Ottawa, Ont.
103,445	E. H. Bronson.	"	1895	Pembroke, Ont.	Wheels—A roues.	140 7	43 7	7 7	285	180	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
100,883	E. Russ.	St. John, N. B.	1894	St. John, N. B.	Screw—A hélice.	41 9	15 3	5 1	30	20	J. Leonard, St. John, N. B.
89,778	Eagle.	Sarnia.	1875	Buffalo, N. Y., U. S. A.	"	43 8	12 3	5 0	14	9	A. Miller, Port Elgin, Ont.
92,304	Eagle.	Collingwood.	1887	Collingwood, Ont.	"	44 0	9 0	4 6	12	9	W. R. Jowett, Bayfield, Ont.
107,694	Eagle.	Toronto.	1898	Port Severn, Ont.	"	34 5	8 3	3 5	10	7	James Moreau, Port Severn, Ont.
111,454	Eagle.	Winnipeg.	1900	Selkirk, Man.	"	32 0	10 5	3 6	7	6	W. W. Fryer, Selkirk, Man.
111,549	Eagle.	New Westminster.	1901	Vancouver, B. C.	"	48 5	14 5	6 0	35	24	N. J. Mayhew, Vancouver, B. C.
94,906	Earl.	"	1890	"	"	72 0	16 0	7 0	75	50	Minister of Agriculture, Ottawa, Ont.
90,527	Earl.	Chatham, Ont.	1893	Mitchell's Bay, Ont.	"	53 5	10 0	5 0	18	14	J. B. McLeod and Robt. Dobson, J. O., Southampton, Ont.
111,587	Echo.	Peterborough.	1901	Peterborough, Ont.	"	27 0	6 7	3 0	5	3	John S. M. Alexander, Peterborough, Ont.
80,656	Ed. Arpin.	Montreal.	1879	St. John's, Que.	"	38 0	8 2	3 5	6	4	Ed. Arpin, St. John's, Que.
96,815	Edgar P. Sawyer.	Sault Ste. Marie.	1886	Buffalo, N. Y., U. S. A.	"	49 0	13 8	5 0	52	41	W. J. McMenamy, Bruce Mines, Ont.
85,515	Edith.	Toronto.	1883	Toronto, Ont.	"	22 0	5 4	2 2	2	1	J. P. Clark, Toronto, Ont.

## SESSIONAL PAPER No. 21b

103,901	Edith	Victoria	1897	Victoria, B.C.	"	67	0	14	0	5	5	42	26	The B. C. Canning Co., Ltd., London, Eng.
103,933	Edith	Chatham, N.B.	1897	Chatham, N.B.	"	56	0	12	3	5	9	22	15	Royal Trust Co. and Hugh Robertson, J.O., Montreal, Que.
112,080	Edith	Rat Portage	1902	Rat Portage, Ont.	"	54	5	12	0	4	0	43	29	Thos. E. Smith, Rat Portage, Ont.
77,635	Edmond	Kingston	1879	Bedford Mill, Ont.	"	56	4	12	1	6	5	39	23	B. Tett, Bedford Mills, Ont.
103,698	Edna	Sault Ste. Marie	1891	Collingwood, Ont.	"	31	0	10	0	3	0	9	7	Robt. Douglas, Sault Ste. Marie, Ont.
107,368	Edna	Toronto	1898	Parry Sound, Ont.	"	64	0	11	5	5	7	55	30	Mrs. Carrie E. Pratt, Parry Sound, Ont.
100,406	Edna	Hamilton	1899	Hamilton, Ont.	"	36	6	9	3	3	9	12	8	James E. Lawry, Hamilton, Ont.
103,379	Edna Brydges	Winnipeg	1895	Rat Portage, Ont.	"	75	0	17	5	6	1	176	120	Rainy River Navigation Co., Ltd., Rat Portage, Ont.
107,135	Edna Ivan	Goderich	1900	Goderich, Ont.	"	79	2	16	0	7	2	54	36	James Purvis, Gore Bay, Ont.
100,321	Edna R.	Yarmouth	1892	Yarmouth, N.S.	"	67	0	15	6	5	6	50	24	The Mud Island Lobster Co., Ltd., Yarmouth, N.S.
85,426	Edward Blake	St. Catharines	1884	Welland, Ont.	"	48	7	12	2	4	9	22	15	Thos. Conlon, Thorold, Ont.
103,213	Eileen	Ottawa	1893	Moose Creek, Ont.	"	41	8	9	8	3	2	11	9	Mrs. Stella Ann Kelly, Montreal, Que.
92,462	Eldon	Pictou, N.S.	1887	Pinette, P.E.I.	"	49	3	15	9	5	7	38	21	W. H. Paint, Port Hawkesbury, N.S.
107,852	Eldorado	Dawson	1898	Seattle, Wash., U.S.A.	Stern wheel—Roue à l'arrière.	140	3	31	3	5	8	466	260	E. C. Miller, Dawson, Yukon Territory.
97,017	Eleanor	St. Catharines	1895	Port Maitland, Ont.	Screw—A hélice	56	0	12	0	5	8	26	18	E. Martin, Port Maitland, Ont.
69,144	Eleanor M. Cates	Sydney	1869	U.S.A.	"	73	0	16	5	7	9	59	46	R. H. Cann, Louisburg, C.B., N.S.
90,878	Electra	Charlottetown	1887	Arcadia, N.S.	Wheels—A roues	85	9	16	9	8	2	107	78	Three Rivers Steamship Co., of Georgetown and Montague, P.E.I.
92,449	Electric	Toronto	1887	Toronto, Ont.	Screw—A hélice	69	9	12	4	7	2	49	29	John J. Wright, Toronto, Ont.
100,877	Electric	St. John, N.B.	1889	St. John, N.B.	"	34	0	6	8	3	0	4	3	Frank B. Carvell, Woodstock, N.B.
66,401	Elfin	Charlottetown	1872	Georgetown, P.E.I.	Wheels—A roues	81	0	21	6	7	4	122	34	The Chairman, Board of Works, of P.E.I., Charlottetown, P.E.I.
96,880	Elite	Goderich	1894	Goderich, Ont.	Screw—A hélice	60	6	11	8	4	8	22	15	Seth Chapman, Gore Bay, Ont.
111,994	Elk	Vancouver	1892	Vancouver, B.C.	"	26	2	6	4	3	1	3	2	Wm. Rae, et al., Vancouver, B.C.
107,843	Ella	Port Rowan	1898	St. Williams, Ont.	"	49	2	12	0	4	5	15	10	J. A. Dease and F. H. Pearsall Port Rowan, Ont.
111,492	Ella	Quebec	1900	Quebec, Que.	"	22	2	5	1	2	5	2	1	Pierre A. Guay, Chicoutimi, Que.
77,589	Ella Ross	Deseronto	1879	Montreal, Que.	Wheels—A roues	99	2	19	2	6	4	325	190	The Rathbun Co., Deseronto, Ont.



ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &c.—*Continued.*LIST ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.				Tonnage		Owner, or Managing Owner, and Address. Armateur ou armateur gérant. et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Gross. Brut.)	Registered. Réfistéré.		
78,038	Ella Taylor	Chatham, Ont	1883	Chatham, Ont	Screw—A hélice	60 0	14 0	6 0	34	23	R. Leeson, Merriton, Ont.	
107,749	Ellen	Kingston	1901	Rockport, Ont.	"	62 4	10 0	3 8	25	17	Frederick Huck, Rockport, Ont.	
97,076	Elliot	Charlottetown	1903	Charlottetown, P.E.I.	"	147 4	25 0	12 0	367	227	R. McMillan, Charlottetown, P.E.I.	
92,689	Elsie	Pictou, N.S.	1892	New Glasgow, N.S.	"	56 1	10 3	5 6	22	15	Nova Scotia Lumber Co., Ltd., Sherbrooke, N.S.	
96,897	Elsie Ross	Ottawa	1889	Carleton Place, Ont.	"	34 6	7 5	3 0	10	8	David Gillies, Carleton Place, Ont.	
	Elswood	Kingston	1865	Bedford Mills, Ont.	"	49 1	11 8	5 9	39	17	Neal Macdonald, Montreal, Que.	
92,293	Emerillon	Ottawa	1883	Three Rivers, Que.	"	40 0	7 6	9 8	15	13	The Canadian Pacific Railway Co., Montreal, Que.	
96,900	Emile	"	1892	Ottawa, Ont.	"	50 0	13 0	5 2	12	8	E. G. Laverdure, Ottawa, Ont.	
100,946	Emma	Toronto	1894	Collingwood, Ont.	"	89 3	18 0	6 6	146	94	Mrs. Carrie E. Pratt, Parry Sound, Ont.	
100,402	Emma	Hamilton	1894	Hamilton, Ont.	"	34 6	6 8	4 6	6	4	R. S. Watts, Hamilton, Ont.	
107,260	Emma	New Westminster	1898	Lake Bennett, B.C.	Stern wheel—Roue à l'arrière.	54 0	16 0	3 0	82	52	Wm. J. Rant, Lake Bennett, B.C.	
111,444	Emma	Ottawa	1897	Ottawa, Ont.	Screw—A hélice	28 0	7 2	3 4	2	1	W. O. Spearman, Ottawa, Ont.	
100,430	Emma C.	"	1890	"	"	24 0	6 0	2 5	1	1	L. J. Coursolles, Ottawa, Ont.	
107,256	Emma Nott	New Westminster	1898	Lake Bennett, B. C.	Wheels—A roues	56 0	16 0	3 4	73	46	R. J. Nott, Victoria, B.C.	

## SESSIONAL PAPER No. 21b

103,163	Enneline	Vancouver	1896 Vancouver, B.C.	Screw—A hélice	29 4	7 9	3 4	51	4 Thos. D. Cyr, Vancouver, B.C.
79,086	Empress	Montreal	{ 1873 Ottawa, Ont. 1886 Montreal, Que. }	Wheels—A roues	185 3	27 6	8 1	678	372 Ottawa River Navigation Co., Montreal, Que.
78,009	Empress	Winnipeg	1883 Rat Portage, Ont.	Screw—A hélice	95 4	20 0	7 0	129	73 The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
100,422	Empress	Ottawa	1891 Sturgeon Falls, Ont.	"	63 0	14 3	5 6	36	28 Mary E. Perkins, Sturgeon Falls, Ont.
100,679	Empress	Vancouver	1894 Vancouver, B.C.	"	33 8	7 9	3 6	3	2 George Cassidy, Vancouver, B.C.
107,448	Empress	"	1897 Hong-Kong, China.	"	27 6	7 6	3 6	7	5 O. P. Marshall, Vancouver, B.C.
107,815	Empress	Peterborough	1899 Lakefield, Ont.	"	93 0	15 8	5 4	84	57 Wm. V. Reynolds, Lakefield, B.C.
100,766	Empress Victoria	Toronto	1894 Huntsville, Ont.	"	76 0	17 0	6 0	106	72 G. F. Marsh, Huntsville, Ont.
100,022	Emulator	"	1890 Magnetawan, Ont.	"	49 7	10 2	4 6	25	17 A. Walton, Magnetawan, Ont.
85,704	Energy	Wallaceburg	1883 Wallaceburg, Ont.	"	81 0	20 0	6 5	116	70 J. Hackett, Amherstburg, Ont.
94,714	Enterprise	Port Stanley	1892 Port Bruce, Ont.	"	58 0	12 0	5 5	18	13 Levi Young, Port Bruce, Ont.
94,818	Enterprise	Victoria	1890 Victoria, B.C.	"	28 9	7 2	3 0	3	3 Richmond B. Halded, Shawinigan, B.C.
85,514	Enterprise	Toronto	1869 Rama, Ont.	"	81 4	23 0	6 2	148	99 G. F. Marsh, Huntsville, Ont.
103,240	Enterprise	Montreal	1893 Beauharnois, Que.	"	49 9	11 5	4 4	13	9 W. J. Poupore, Ottawa, Ont.
103,160	Enterprise	Vancouver	1896 Vancouver, B.C.	"	34 0	9 3	4 7	12	8 Ernest Millar, Vancouver, B.C.
100,023	Equal Rights	Toronto	1890 Penetanguishene, Ont.	"	36 0	9 3	3 8	6	4 Mrs. Eunice A. Langford, Dorset, Ont.
100,021	Erastus Wiman	"	1890 Huntsville, Ont.	"	65 0	13 3	3 4	54	36 Mrs. Mary Denton and Lorenzo McHardy, J.O., Huntsville, Ont.
100,686	Erie	New Westminster	1894 New Westminster, B.C.	"	50 0	11 0	4 8	27	18 T. Herbert Wymond, Vancouver, B.C.
112,048	Erie	St. Catharines	1902 St. Joseph, Mich., U.S.A.	"	18 1	4 6	3 7	2	2 Edna R. Price, St. Catharines, Ont.
83,142	Erin	"	1881 St. Catharines, Ont.	"	174 0	26 0	12 6	651	411 Thos. Conlon, Thorold, Ont.
111,827	Erin II	Vancouver	1891 New Westminster, B.C.	"	34 5	6 7	2 8	3	2 Maria V. Mattison, Howe Sound, B.C.
103,153	Ermine	"	1893 " "	"	30 3	7 8	3 2	9	6 Alexander Grierson, Vancouver, B.C.
100,087	Ernest	St. John, N.B.	1892 Oromocto, N.B.	"	37 6	9 5	3 6	13	9 A. Fitz Randolph, Fredericton, N.B.
97,010	Escort	St. Catharines	1894 St. Catharines, Ont.	"	44 8	15 5	9 7	40	27 De Witt Carter, Port Colborne, Ont.
112,176	Espanola	Toronto	1897 Toronto, Ont.	"	36 0	9 0	3 5	7	5 Spanish River Paper & Pulp Co., Toronto, Ont.

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Brut.		
96,990	Esperanza .....	New Westminster ..	1891	New Westminster, B.C.	Screw—A hélice .....	47 0	11 0	5 5	31	21	St. Mungo Canning Co., New Westminster, B.C.	
80,585	Esperanza .....	Toronto .....	1876	Buffalo, N. Y., U.S.A.	" .....	57 0	18 1	4 8	17	11	Mrs. Hester M. Parker, Port Credit, Ont.	
97,113	Estella .....	Collingwood .....	1891	Parry Sound, Ont.	" .....	38 0	6 0	3 2	9	6	Edwin S. Pratt, Parry Sound, Ont.	
112,066	Estelle .....	Peterborough .....	1887	New York, U.S.A.	" .....	31 0	7 0	3 5	8	6	Charles H. Grylls, Lakefield, Ont.	
103,923	Esturian .....	" .....	1897	Bobcaygeon, Ont.	Wheels—A roues .....	94 0	19 0	5 5	139	85	The Trent Valley Navigation Co., Bobcaygeon, Ont.	
85,527	Esturion .....	Toronto .....	1884	" .....	" .....	96 0	17 0	6 2	118	75	" ..	
92,301	Ethel .....	Collingwood .....	1887	Collingwood, Ont.	Screw—A hélice .....	42 0	10 0	4 4	13	9	John Hastie, Shesquindah, Ont.	
103,332	Ethel .....	Montreal .....	1895	Sorel, Que .....	" .....	64 0	19 2	9 0	72	49	Sicennes McNaughton Line, Ltd., Montreal, Que.	
103,656	Ethel .....	Winnipeg .....	1896	Rat Portage, Ont.	" .....	39 3	9 4	3 6	10	7	The Cameron Islands Mining & Development Co., Ltd., Rat Portage, Ont.	
92,710	Ethel Banning .....	" .....	1890	Fort Frances, Ont.	" .....	50 2	13 3	4 9	38	26	" ..	
103,677	Ethel May .....	Toronto .....	1897	Mortimer's Point, Muskoka, Ont.	" .....	46 5	7 0	3 3	13	9	A. Mortimer, Medora Township, Muskoka, Ont.	
103,898	Ethel Ross .....	New Westminster ..	1897	Kamloops, B.C.	Steam wheel—Roue à l'arrière.	84 0	14 0	4 0	82	52	Claude B. Doxat, M. O., Ashcroft, B.C.	
98,584	Ethelwood .....	Montreal .....	1890	Belfast, Ireland .....	Screw—A hélice .....	208 1	28 1	12 7	956	533	North American Mail S.S. Co., Montreal, Que.	
77,874	Etoile .....	Quebec .....	1879	Sorel, Que .....	Wheels—A roues .....	142 0	25 0	7 4	580	317	Deschambault & Lothbinière Steamship Co., Quebec, Que.	
64,151	Etta White .....	Vancouver .....	1871	Freeport, Wash., U.S.A.	Screw—A hélice .....	93 0	19 6	9 0	97	82	John Hendry, Vancouver, B.C.	
111,906	Eugenie .....	Arichat .....	1901	Detroit, Mich., U.S.A.	" .....	35 0	8 0	2 1	5	5	Thos. D. Morrison, D'Esconsse, N.S.	



## SESSIONAL PAPER No. 21b

92,644	Euna	Wallaceburg	1875 Mt. Clemens, Mich., U.S.A.	"	36 0	9 0	4 2	6	4 D. W. Crowe, Chatham, Ont.
93,940	Eureka	Quebec	1893 Glasgow, G.B.	"	94 7	22 0	11 9	170	19 The Minister of Public Works, Ottawa, Ont.
94,988	Eurydice	Toronto	1863 Montreal, Que.	Wheels—A roues	142 0	24 7	8 8	319	90 The Donnelly Salvage & Wreck- ing Co., Ltd., Kingston, Ont.
71,172	Eva	Kingston	1870 Brockville, Ont.	Screw—A hélice	33 0	5 9	3 4	12	7 Geo. Robertson, Kingston, Ont.
85,304	Eva	Montreal	1882 Montreal, Que.	"	42 0	7 7	3 6	6	4 Geo. Bothwell, Buckingham, Que.
83,411	Eva	Port Hope	1881 Bobcaygeon, Ont.	"	72 0	13 5	4 7	34	12 Irene Crandell, Lindsay, Ont.
96,991	Eva	Vancouver	1891 New Westminster, B.C.	"	56 0	13 5	4 6	35	24 V. Martinolich, Vancouver, B.C.
103,581	Eva	Chatham, N.B.	1895 Douglastown, N.B.	"	43 0	12 5	5 0	18	12 R. Loggie, M.O., Loggieville, N.B.
94,689	Eva Belle	Collingwood	1890 Midland, Ont.	"	34 0	9 0	3 6	10	7 William White, Midland, Ont.
100,652	Eva Belle	Kingston	1892 Kingston, Ont.	"	39 8	7 8	2 7	10	7 J. C. Judd, Morton, Ont.
80,606	Eva Johnson	St. John, N.B.	1880 Yarmouth, N.S.	"	42 5	12 0	4 8	16	7 A. Fitz Randolph, Fredericton, N.B.
58,826	Evangeline	Montreal	1869 Cowes, I. of W., G.B.	"	60 6	11 5	5 6	24	16 Ch. Sims and Thos. C. Sims, Little Creek, Algoma, Ont.
83,216	Evangeline	Windsor, N.S.	1882 Hantsport, N.S.	"	81 2	16 8	7 5	69	28 T. C. Marsters and T. A. Marsters, J.O., Hantsport, N.S.
77,979	Evangeline	Victoria	1881 Victoria, B.C.	"	45 0	10 5	5 0	14	9 Rt. Rev. Bishop of Caledonia, Metlakatla, B.C.
100,301	Evelyn	Windsor, Ont.	1892 Sandwich, Ont.	"	67 5	17 1	9 3	85	46 French River Tug Co., Windsor, Ont.
96,876	Evelyn	Goderich	1893 Goderich, Ont.	"	61 0	13 8	5 3	32	22 Dominion Fish Co., Ltd., Win- nipeg, Man.
97,003	Evelyn Hodgkins	St. Catharines	1888 Thorold, Ont.	"	29 2	7 0	3 6	4	3 Freeman Hodgkins, Toronto, Ont.
107,484	Everard	Sault Ste. Marie	1900 Gore Bay, Ont.	"	51 0	13 0	6 0	25	17 M. Graham, Kagawong, Ont.
59,870	Express	Quebec	1868 Quebec, Que.	Wheels—A roues	100 0	21 0	8 5	99	62 Francis McDougall, Ottawa, Ont.
92,438	Express	Toronto	1887 Toronto, Ont.	Screw—A hélice	35 9	7 3	3 6	4	3 John B. Bowerman, Port Perry, Ont.
103,151	F. R. M. & D. Co. No. 1.	Vancouver	1894 Lytton, B.C.	Stern wheel—Roue à l'arrière.	133 6	30 0	6 3	715	486 Rachel M. McFarlane, Vancouver, B.C.
107,948	F. B. Bradey	St. Catharines	1901 Dunnville, Ont.	Screw—A hélice	47 4	13 0	6 9	29	19 Freeman Green, Dunnville, Ont.
107,516	F. H. Kilbourne	Victoria	1898 Lake Bennett, B.C.	Stern wheel—Roue à l'arrière.	50 0	10 6	3 0	87	55 Henry A. Munn, Victoria, B.C.

2-3 EDWARD VII., A. 1903

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
						Ft. 10ths Pds. 10ths	Ft. 10ths Pds. 10ths	Ft. 10ths Pds. 10ths				
103,639	F. W. Avery .....	Ottawa .....	1895	Simcoe, Ont .....	Stern wheel—Roue à l'arrière.	37 0	16 0	3 6	14		9	F. W. Avery, Ottawa, Ont.
113,782	F. W. Roebbling .....	Halifax .....	1890	Milford, Del., U.S.A. ....	Screw—A hélice .....	102 2	22 1	12 7	262		78	The Halifax Tow Boat Co., Ltd., Halifax, N.S.
100,852	Fabiola .....	Quebec .....	1893	Anse St. Jean, Que. ....	" .....	70 2	21 9	8 5	81		55	Andrew Nickle, Montreal, Que.
71,264	Fairy .....	Cobourg .....	1878	Harwood, Ont .....	" .....	52 6	10 1	7 7	23		15	P. T. Young, Young's Point, Ont.
80,764	Fairy .....	Sydney .....	1881	Quebec, Que. ....	" .....	37 1	11 2	5 3	16		9	Geo. M. Fraser, Edwardsville, N.S.
88,534	Fairy Queen .....	Hamilton .....	1888	Carleton Place, Ont. ....	" .....	22 0	5 0	2 5	2		1	Andrew Newlands, M.O., Galt, Ont.
71,175	Falcon .....	Kingston .....	1874	Kingston, Ont .....	" .....	40 0	8 8	3 1	13		7	J. G. Richardson, Brockville, Ont.
100,700	Falmouth .....	Windsor, N.S. ....	1898	New Glasgow, N.S. ....	" .....	54 2	15 1	7 3	43		29	S. P. Benjamin Co., Ltd., Wolf- ville, N.S.
100,060	Fanchon .....	St. John, N.B. ....	1891	Milledgeville, N.B. ....	Wheels—A roues ...	83 4	21 0	4 7	111		70	H. J. Olive, St. John, N.B.
96,943	Fannie .....	" .....	1875	Philadelphia, Pa., U.S.A. ....	Screw—A hélice .....	50 9	12 5	6 1	33		23	John F. Bridges, Gagetown, N.B.
71,187	Fanny .....	Owen Sound .....	1878	Owen Sound, Ont .....	" .....	31 0	7 6	3 7	5		3	Chas. Clarke, Collingwood, Ont.
85,322	Fanny Arnold .....	" .....	1882	" .....	" .....	89 0	18 0	9 0	73		50	Spanish River Co., Spanish River, Ont.
71,243	Favorite .....	Toronto .....	1874	Buffalo, N.Y., U.S.A. ....	" .....	67 5	14 0	6 9	51		24	John Grey, North Sydney, N.S.
111,941	Favorite .....	New Westminster ...	1901	New Westminster, B.C. ....	Stern wheel—Roue à l'arrière.	100 0	20 0	3 8	257		162	G. Harvey, M.O., New West- minster.

## SESSIONAL PAPER No. 216

103,308	Fawn	1896	Kamloops, B.C.	Screw—A hélice.....	62 0	11 0	4 0	33	22	Mrs. Amelia C. Ward, Kamloops, B.C.
92,422	Fearless	1886	Iroquois, Ont.	"	56 0	12 0	5 0	46	32	Mrs. Sarah M. Carman, Iroquois, Ont.
100,466	Fearless	1893	Quebec, Que.	"	35 8	8 5	4 1	10	7	Jas. King, Quebec, Que.
107,247	Fearless	1898	New Westminster, B.C.	"	64 0	15 0	6 5	53	36	Jos. Meyer, M.O., New Westminster, B.C.
107,504	Fern	1895	Quebec, Que.	"	22 2	5 5	1 8	2	1	T. Magnan, Ste. Thècle, Que.
111,983	Fern	1902	Vancouver, B.C.	"	47 4	11 6	4 5	24	17	Merrill DesBrisay, Vancouver, B.C.
112,292	Fern	1902	Winnipeg, Man.	"	49 0	9 5	5 5	16	12	John McRae, et al., Winnipeg, Man.
107,174	Fida	.....	Collingwood, Ont.	"	24 0	6 5	2 4	2	2	Ben. Almos, Jack Fish, Ont.
103,644	Fidelia	1897	Kingston, Ont.	"	38 9	7 6	4 1	9	6	W. C. Crowther, Toronto, Ont.
77,591	Filgate	1879	Montreal, Que.	Wheels—A roues.....	158 0	25 4	7 8	425	237	O. Gillespie, Cornwall, Ont.
103,152	Fingal	1895	Vancouver, B.C.	Screw—A hélice.....	85 0	19 1	6 5	91	60	Annie McKenzie, Vancouver, B.C.
111,593	Fire Fly	1901	New Westminster, B.C.	Stern wheel—Roue à l'arrière.	56 0	17 0	4 5	46	29	B. C. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.
33,438	Fire Fly	1844 } 1855 }	Montreal, Que.	Wheels—A roues.....	108 3	17 9	6 2	214	130	Richieu & Ontario Nav., Co., Montreal, Que.
90,724	Fire Fly	1886	Chatham, N.B.	Screw—A hélice.....	22 5	5 0	2 5	1	1	Wm. Marshall Black, Halifax, N.S.
100,133	Fisherman	1892	Saskirk, Man.	"	66 5	15 4	5 4	44	30	J. J. McRae, et al., Winnipeg, Man.
74,375	Five Brothers	1876	Port Robinson, Ont.	"	42 0	8 8	3 2	11	7	W. Hackett, Quebec, Que.
107,817	Flash	1899	Peterborough, Ont.	"	26 0	6 1	2 4	5	3	Mrs. Margaret Breeze, Peterborough, Ont.
107,326	Flash	1898	Charlottetown, P.E.I.	"	38 0	8 4	3 8	8	5	Wm. Beazley, Halifax, N.S.
111,450	Fleure de Mai	1901	Sturgeon Falls, Ont.	"	34 0	8 0	3 5	6	6	Isaac Larocque, Sturgeon Falls, Ont.
72,561	Flight	1875	Portsmouth, Ont.	"	57 0	12 0	10 8	37	27	C. Jones, Brockville, Ont.
100,417	Flora	1892	Pembroke, Ont.	"	42 5	8 3	3 4	5	4	W. J. Poupore, Ottawa, Ont.
103,916	Flora	1898	Lake Bennett, B.C.	Stern wheel—Roue à l'arrière.	79 5	16 0	4 3	101	64	Klondike Corporation, Ltd., London, Eng.
112,361	Florence	1901	Brighton, Ont.	Screw—A hélice.....	48 0	9 0	3 2	6	4	E. P. Ainsworth, Brighton, Ont.
103,811	Florence	1894	Napanee, Ont.	"	28 3	7 9	3 2	3	2	John Milling, Fredericksburg, Ont.
103,770	Florence	1896	Newcastle, N.B.	"	47 5	10 1	4 6	19	13	A. E. Alexander, Campbellton, N.B.



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						Ft. 10chs Pieds 10toises					
83,072	Florence.....	Ottawa.....	1881	Rockland, Ont.....	Screw—A hélice....	81 0	18 3	7 0	62		The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,427	Florence.....	".....	1889	Snyder Depot, Ont.....	Centre wheel—Roue centrale.	74 5	21 4	5 0	40		Canada Lumber Co., Carleton Place, Ont.
85,453	Florence.....	Quebec.....	1883	Quebec, Que.....	Screw—A hélice....	91 2	22 8	9 5	133		Wm. Clarke, Toronto, Ont.
103,143	Florence.....	".....	1892	Three Rivers, Que.....	".....	51 6	10 8	4 1	18		William Ritchie, Three Rivers, Que.
88,309	Florence.....	Amherstburg.....	1885	Lévis, Que.....	".....	91 0	19 8	9 0	113		J. Hackett, et al., Amherstburg, Ont.
85,529	Florence.....	Toronto.....	1884	Huntsville, Ont.....	".....	54 0	10 1	3 0	26		Lorenzo McKenny, Huntsville, Ont.
92,725	Florence.....	".....	1886	Schomberg, Ont.....	".....	36 3	6 2	3 6	3		Charles Elliott, Bradford, Ont.
97,143	Florence.....	Victoria.....	1891	Victoria, B.C.....	".....	51 0	14 2	5 9	30		J. H. Turner, M.O., Victoria, B.C.
103,905	Florence.....	".....	1886	Point Blakely, U.S.A.....	".....	35 3	10 4	4 4	9		M. Ferguson, Nanaimo, B.C.
90,785	Florence.....	".....	1886	Victoria, B.C.....	Stem wheel—Roue à l'arrière.	64 0	18 5	4 2	59		H. M. Dunbleton, Victoria, B.C.
103,007	Florence C.....	Halifax.....	1895	Yarmouth, N.S.....	Screw—A hélice....	56 7	13 5	5 8	39		J. W. Langille, Halifax, N.S.
94,770	Florence M.....	Owen Sound.....	1898	Owen Sound, Ont.....	".....	44 0	7 2	3 5	8		J. McDonald, Sault Ste. Marie, Ont.
111,920	Florence Main.....	Toronto.....	1901	Mortimer's Point, Ont.....	".....	82 4	13 2	5 0	79		Alfred Mortimer, Mortimer's Point, Ont.
107,894	Florida.....	Montreal.....	1900	St. Thomas de Pierreville, Que.	".....	100 0	18 7	5 8	201		Eusèbe Mondoux, Yamaska, Que.

## SESSIONAL PAPER No. 21b

100,634	Florissant	Toronto	1891	Toronto, Ont.	"	....	30 0	6 0	3 0	3	2	C. Elford, Toronto, Ont.
90,751	Flushing	St. John, N.B.	1882	Athens, N.Y., U.S.A.	"	115 9	24 0	8 2	178	121	Parker Glasier, Lincoln, Sunbury Co., N.B.	
107,712	Flyer	New Westminster	1899	Vancouver, B.C.	"	65 6	14 3	6 9	48	32	Geo. E. Gilley, New Westminster, B.C.	
103,674	Flyer	Toronto	1892	Kingston, Ont.	"	39 2	6 4	2 8	4	3	John Rogers, Port Sandfield, Ont.	
107,207	Flying Cloud	Winnipeg	1897	Selkirk, Man.	"	32 0	9 8	3 0	6	4	M. Ewing, <i>et al.</i> , Selkirk, Man.	
112,028	Foan	Quebec	1900	Quebec, Que.	"	42 6	10 8	4 3	16	7	John S. Thom, Quebec, Que.	
107,178	Forester	Port Arthur	1899	Port Arthur, Ont.	"	32 0	7 8	3 0	5	3	Thomas R. Woodside, Port Arthur, Ont.	
92,344	Forrest	Quebec	1887	Chicoutimi, Que.	"	58 0	11 1	7 0	26	18	A. Sturton, Chicoutimi, Que.	
90,772	Forrester	Windsor, Ont.	1885	Windsor, Ont.	"	30 8	7 6	2 5	3	2	J. Flintoft, Sarnia, Ont.	
103,225	4 Macks	Ottawa	1889	Kingston, Ont.	"	25 0	4 8	2 4	1	1	J. C. McNie, <i>et al.</i> , Carleton Place, Ont.	
80,715	Frances	Paspebiac	1885	Oak Bay, Que.	Wheels—A rones.	58 0	20 0	4 0	19	8	J. H. Taylor, Campbellton, N.B.	
.....	Frances	Kingston	1864	Bedford Mills, Ont.	Screw—A helice	55 2	11 4	7 6	47	24	T. H. Kirby, Ottawa, Ont.	
107,895	Frank	Montreal	1900	Cardinal, Ont.	"	40 0	10 0	3 2	16	3	The Gilbert Bros. Engineering Co., Ltd., Montreal, Que.	
92,337	Frank	Quebec	1886	St. Leon, Que.	"	65 0	16 6	4 4	58	39	Mrs. Eliza A. Stanton, St. Leon, Que.	
103,651	Frank Burton	Winnipeg	1896	Selkirk, Man.	"	65 0	15 0	7 8	52	35	Northwest Nav. Co., Ltd., Winnipeg, Man.	
80,649	Frank C. Batt	Charlottetown	1883	Yarmouth, N.S.	"	59 5	13 6	5 9	33	16	Joseph Read, Summerside, P.E.I.	
107,192	Frank G. McAulay	Saugeen	1898	Saugeen, Ont.	"	67 6	15 8	7 3	43	29	D. McAulay, Southampton, Ont.	
83,390	Frank Jackman	Toronto	1882	Oakville, Ont.	"	65 0	15 5	6 6	39	26	Canadian Forwarding & Export Co., Ltd., Montreal, Que.	
70,287	Frank Perew	Montreal	1867	Buffalo, N.Y., U.S.A.	"	72 6	16 6	6 7	43	24	Minister of Railways and Canals, Ottawa, Ont.	
92,648	Frankie	Wallaceburg	1888	Wallaceburg, Ont.	"	41 5	9 8	3 1	24	16	John Lee, Wallaceburg, Ont.	
103,159	Fraser	Vancouver	1896	Vancouver, B.C.	"	67 2	12 4	4 8	36	25	Wm. Hickey, Vancouver, B.C.	
107,415	Fred	Montreal	1899	Montreal, Que.	"	48 4	12 1	5 9	24	16	Sincennes McNaughton Line, Ltd., Montreal, Que.	
94,688	Fred A. Hodgson	Collingwood	1890	Collingwood, Ont.	"	83 8	16 9	6 8	63	43	Dominion Fish Co., Ltd., Winnipeg, Man.	
92,302	Fred Davidson	"	1887	Pentanguishene, Ont.	"	62 0	14 7	6 9	43	29	Chas. L. D. Sims, Little Current, Ont.	
103,200	Fred Glasier	St. John, N.B.	1896	Lincoln, N.B.	"	37 9	8 8	4 1	10	7	Parker Glasier, Lincoln, Sunbury Co., N.B.	

2-3 EDWARD VII., A. 1903

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						Ft. 10ths	Ft. 10ths	Ft. 10ths				
	Fred. Hotchkiss.	Toronto.	1870	Collingwood, Ont.	Screw—A hélice	48 6	8 6	5 0	18	13	Muskoka Mill & Lumber Co., Toronto, Ont.	
111,791	Fred. L. M. Paint.	Port Hawkesbury	1902	Port Hawkesbury, N.S.	"	68 0	9 8	9 0	38	39	W. H. Paint, Ft. Hawkesbury, N.S.	
92,478	Fred. M. Batt	Charlottetown	1888	Mt. Stewart, P.E.I.	"	67 5	13 0	7 7	60	38	Wm. H. Batt, Charlottetown, P.E.I.	
103,699	Freddie	Sault Ste. Marie	1897	Richard's Landing, Ont.	"	28 0	7 6	3 4	5	3	F. V. Rodgers, Richard's Land- ing, Ont.	
80,621	Freddie V.	Yarmouth	1881	Yarmouth, N.S.	"	61 0	13 2	5 6	27	13	Hugh Cann, Yarmouth, N.S.	
103,773	Frederick A.	Chatham, N.B.	1896	Pictou, N.S.	"	57 0	14 3	5 8	31	21	M. F. Mooney, St. John, N.B.	
100,584	Frolic	Montreal	1890	Montreal, Que.	"	47 0	9 2	5 8	16	10	Isaac G. Ogden, Montreal, Que.	
107,668	Frontenac	Quebec	1899	Lévis, Que.	"	119 6	28 1	9 6	304	206	La Compagnie Maritime et Indus- trielle de Lévis, Lévis, Que.	
111,767	Frontenac	Kingston	1901	Garden Island, Ont.	"	89 0	21 8	7 8	111	64	The Calvin Co., Ltd., Garden Island, Ont.	
103,882	G. B. Greene	Ottawa	1896	Quyon, Que.	Wheels—A roues	142 4	44 8	8 0	255	218	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.	
85,354	G. B. Pattee	"	1882	Aylmer, Que.	Screw—A hélice	61 2	12 3	5 6	30	18	" " "	
66,912	G. D. Hunter	St. John, N.B.	1873	Portland, N.B.	"	72 0	18 5	8 1	68	13	A. F. Ruddock, St. John, N.B.	



## SESSIONAL PAPER No. 216

85,291	G. H. Notter.....	Ottawa.....	1881	Buffalo, N.Y., U.S.A....	"	....	42 0	11 0	6 0	14	9	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,269	G. K. King.....	St. John, N.B.....	1897	Gondola Point, N.B.....	"	....	57 2	15 1	6 4	45	31	John E. Moore, St. John, N.B.
92,288	G. P. McIntosh...	Owen Sound.....	1888	Meaford, Ont.....	"	....	78 0	16 0	7 3	58	40	John McAulay, Wiarton, Ont.
103,370	Gadabout.....	Montreal.....	1895	New York, N.Y., U.S.A....	"	....	30 6	6 8	2 6	3	2	C. R. Hosmer, Montreal, Que.
107,409	Gadfly.....	"	1898	Jersey City, N.J., U.S.A....	"	....	27 2	7 2	2 4	2	2	James Bryce Allan, Montreal, Que.
107,206	Galatia.....	Winnipeg.....	1898	Wabigoon, Ont.....	"	....	60 0	12 5	3 8	46	30	L. R. Johnstone, <i>et al.</i> , Wabigoon, Ont.
112,079	Gale.....	Rat Portage.....	.....	.....	"	....	22 0	55 0	3 0	3	1	Foley Mines Co., Ltd., Mine Centre, Ont.
96,983	Galena.....	New Westminster....	1888	Kootenay River, U.S.A....	"	....	79 8	16 0	5 0	73	50	M. T. Johnston, Victoria, B.C.
83,130	Gambinus.....	Halifax.....	1881	Halifax, N.S.....	"	....	48 0	15 2	5 5	28	19	Halifax Breweries Co., Ltd., London, G.B.
100,035	Garden City.....	Toronto.....	1892	Toronto, Ont.....	Wheels—A routes...	177 9	26 1	10 0	637	401	The Niagara, St. Catharines & Toronto Nav. Co., Ltd., Toronto Ont.	
77,904	Garnet.....	Montreal.....	1885	Valleyfield, Que.....	"	....	124 7	21 6	7 1	152	96	Montreal & Cornwall Nav. Co., Cornwall, Ont.
96,903	Garnet.....	Kingston.....	1887	Kingston, Ont.....	Screw—A hélice....	53 0	11 6	4 5	19	12	James P. MacDonald, Minasaga Island, Ont.	
107,710	Geisha.....	Toronto.....	1900	Toronto, Ont., ..	"	....	50 9	10 0	4 2	20	13	John Hendry, Toronto, Ont.
103,684	Gen.....	"	1897	Port Sydney, Ont.....	"	....	35 0	10 0	3 5	9	6	A. S. Smith, Stephenson Township, Muskoka, Ont.
100,546	Gen.....	Digby.....	1896	Westport, N.S.....	"	....	32 0	6 5	4 6	5	2	John E. Moore, Westport, N.S.
107,085	Gen.....	Ottawa.....	1897	Rat Portage, Ont.....	"	....	33 0	7 0	4 0	11	7	Thos. Smith, Rat Portage, Ont.
96,985	Gemini.....	New Westminster....	1891	New Westminster, B.C....	"	....	49 0	7 6	3 8	8	6	James A. Clarke, New Westminster, B.C.
107,482	Genl. Weitzel....	Sault Ste. Marie....	1881	Buffalo, N.Y., U.S.A....	"	....	57 0	12 0	5 9	32	24	W.H. Plummer, Sault Ste. Marie, Ont.
85,526	General Wolseley..	Toronto.....	1884	Oakville, Ont.....	Wheels—A routes...	103 0	20 2	6 1	123	70	John Nisbet, M.O., Owen Sound, Ont.	
85,353	Geo. A. Harris.....	Ottawa.....	1882	Hull, Que.....	Screw—A hélice....	90 0	18 8	7 2	87	56	The Ottawa Transportation Co., Ltd., Ottawa, Ont.	
107,335	George A. R.....	Yarmouth.....	1900	U. S. A.....	"	....	16 0	4 0	2 4	1	1	George H. Robertson, Pubnico, N.S.
75,644	George Douglas....	St. Catharines.....	1880	Thorold, Ont., ..	"	....	56 6	14 6	6 3	42	18	James Cannan, Owen Sound, Ont.
71,218	George Maytham....	Sarnia.....	1870	Buffalo, N.Y., U.S.A....	"	....	53 6	15 7	7 8	40	27	D. B. McCrae, Meldrum Bay, Ont.
96,879	George Swann.....	Goderich.....	1894	Kincardine, Ont.....	"	....	48 1	13 2	4 6	18	12	Thomas McGaw, Kincardine, Ont.
111,809	Geo. W. Cuyler....	Sault Ste. Marie....	1880	West Bay City, Mich., U.S.A....	"	....	64 0	14 6	5 4	56	38	E. H. Turner, Little Current, Ont.

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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						Dimensions.				Gross. Brut.	Register. Inregistré.	
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						Ft. 10ths	Ft. 10ths	Ft. 10ths				
100,302	Georgia	Windsor, Ont.	1885	Sangateuck, Mich, U.S.A.	Screw—A hélice	43 0	12 6	5 5	28	19	John Sullivan, Little Current, Ont.	
80,546	Georgian.	Toronto	1894	Georgian Bay, Ont.	"	130 0	21 8	11 5	377	227	The Canadian Pacific Ry. Co., Montreal, Que.	
69,610	Georgiana.	Montreal.	1874	Buffalo, N.Y., U.S.A.	"	64 5	18 0	7 5	54	28	Sincaennes McNaughton Line, Ltd, Montreal, Que.	
92,617	Georgina.	Port Arthur	1893	Port Arthur, Ont.	"	74 0	14 8	7 0	44	30	J. Maloney, Port Arthur, Ont.	
97,120	Geraldine.	Collingwood.	1893	Parry Sound, Ont.	"	66 0	14 4	6 8	65	45	J. Galna, M. O., Parry Sound Ont.	
107,164	Germanic.	"	1899	Collingwood, Ont.	"	184 0	32 0	12 1	1014	676	The Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.	
69,636	Gertie	Montreal.	1873	Buffalo, N.Y., U.S.A.	"	51 6	12 3	7 3	21	14	Israel Clement, Lachine, Que.	
107,696	Gertie C	Toronto.	1899	Fesserton, Ont	"	47 0	10 5	4 6	15	10	W. W. Carter, Fesserton, Ont.	
107,218	Gertie H.	Winnipeg	1900	Winnipeg, Man.	Stern wheel—Roue à l'arrière.	92 0	19 0	3 6	91	64	J. S. Hall, et al., Winnipeg, Man.	
90,573	Gertrude.	Toronto	1886	Toronto, Ont.	Screw—A hélices	75 0	16 4	6 2	76	51	The Toronto Ferry Co., Ltd., Toronto, Ont.	
100,045	Gertrude.	Brockville.	1895	Brockville, Ont.	"	27 2	6 1	3 2	3	1	P. B. Nolan, Brockville, Ont.	
85,420	Gertrude A. Ran- ney.	St. Catharines	1883	Port Colborne, Ont.	"	42 1	10 1	4 8	14	9	Noble Bros. Co., Ltd., Owen Sound Ont.	
103,715	Gertrude M.	Barrington	1898	Liverpool, N.S.	"	70 0	17 0	7 5	48	25	Cape Island Steamship Co., Ltd., Cape Island, N.S.	
85,712	Gilbert.	Prescott.	1884	Cardinal, Ont.	"	72 0	19 0	5 5	4	28	Gilbert Bros., Engineering Co., Ltd., Montreal, Que.	

## SESSIONAL PAPER No. 21b

85,370	Gilphie.....	Ottawa.....	1884	Lockeport, N.S.....	"	....	75 0	11 6	11 0	19	18	Geo. Gillies, Gananoque, Ont.
85,677	Gipsy ..	New Westminster...	1884	New Westminster, B.C.....	Stern wheel—Route à l'arrière.	48 0	12 0	3 0	50	31	B. C. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.	
103,245	Gipsy .....	" ..	1893	Seattle, Wash., U.S.A.....	Screw—A hélice .....	32 0	9 0	3 1	10	7	M. B. Wilkinson, M. O., Vancouver, B.C.	
69,429	Gipsy ..	Pictou, N.S.....	1874	Yarmouth, N.S.....	" ..	42 7	12 0	5 0	17	11	Hugh McDonald, Sydney, N.S.	
90,386	Glacial.....	Montreal .....	1885	Sorel, Que.....	" ..	103 2	24 0	7 8	109	74	C. Bourgeois, Ste. Angèle, Que.	
111,929	Glad Tidings ..	Toronto.....	1902	Orillia, Ont.....	" ..	42 0	10 0	4 0	10	7	Thos. W. Wood, Orillia, Ont.	
88,371	Glad Tidings ..	Victoria .....	1884	New Westminster, B.C.....	" ..	67 0	13 5	8 5	43	27	Methodist Church, Toronto, Ont.	
61,393	Gladiator .....	Sydney .....	1864	Brooklyn, N.Y., U.S.A.....	" ..	74 0	18 0	8 0	70	37	J. W. Gordon, North Sydney, N.S.	
100,658	Gladys.....	Kingston.....	1884	Smith's Falls, Ont .....	" ..	75 7	9 7	7 3	26	18	A. W. Thompson, Ottawa, Ont.	
107,722	Gladys.....	Vancouver .....	1899	Jersey City, N.J., U.S.A.....	" ..	45 4	10 0	3 9	9	6	Controller, Northwest Mounted Police, Ottawa, Ont.	
107,526	Gleaner.....	Victoria .....	1899	Lake Bennett, B.C.....	Stern wheel—Route à l'arrière.	113 0	24 6	5 5	241	149	John Irving Navigation Co., Ltd., Victoria, B.C.	
100,006	Glencoe .....	Annapolis .....	1891	Granville, N.S.....	Screw—A hélice .....	52 0	19 0	4 0	32	25	W. H. Weatherspoon, Granville, N.S.	
90,537	Glengarry ..	Montreal .....	{ 1872 St. Catharines, Ont. . . . 1886 Kingston, Ont. . . . }	" ..	.....	170 0	26 0	11 2	732	438	Montreal Transportation Co., Montreal, Que.	
107,941	Glenora .....	St. Catharines ..	1900	Fort Erie, Ont.....	" ..	45 3	10 4	4 1	17	10	H. W. Saxton, Bayham, Ont.	
111,982	Glen Rosa.....	Vancouver, B. C.....	1902	Victoria, B.C. ....	" ..	45 3	10 6	4 6	18	12	Wallace Bros. Packing Co., Ltd., Vancouver, B. C.	
100,028	Glenrosa.....	Toronto, .....	1891	Magnetawan, Ont.....	" ..	66 5	13 5	4 3	63	43	Arthur Walton, Magnetawan, Ont.	
85,368	Glide.....	Ottawa.....	1884	Ottawa, Ont .....	" ..	72 6	18 8	6 4	80	59	Wm. Lawlor, Hawkesbury, Ont.	
.....	Glide ..	Kingston .....	1866	Brockville, Ont.....	" ..	74 2	13 2	8 1	78	37	Montreal Transportation Co., Montreal, Que.	
107,483	Glyn.....	Sault Ste. Marie.....	1900	Richard's Landing, Ont.....	" ..	47 0	11 5	6 0	20	12	S. Shipman, Richard's Landing, Ont.	
107,856	Gold Star.....	Dawson .....	1898	St. Michael, Alaska, U. S. A ..	Stern wheel—Route à l'arrière	94 0	22 0	3 4	168	99	Thos. Nixon, Dawson, Y.T.	
71,248	Golden City .....	Toronto .....	1873	Buffalo, N.Y., U.S.A.....	Screw—A hélice.....	57 6	12 3	5 7	35	26	Jas. W. McCoppin, Port Colborne, Ont.	
75,819	Goliath.....	Halifax.....	1863	Philadelphia, Pa., U.S.A.....	" ..	88 4	18 4	14 7	147	100	J. McFatridge, jr., Halifax, N.S.	
94,716	Gordon Brown...	Port Stanley .....	1901	Port Stanley, Ont.....	" ..	69 1	12 2	5 1	33	22	A. C. Brown, Port Stanley, Ont.	
88,625	Gordon Gauthier.	Windsor, Ont.....	1884	Wallaceburg, Ont. ....	" ..	52 7	13 9	6 4	26	18	Dominion Fish Co., Ltd., Winnipeg, Man.	
88,628	Gordon Jerry.....	" ..	1884	River Roscon, Ont.....	" ..	102 0	24 7	6 1	124	84	S. W. Marchmont, Toronto.	



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Regist.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
100,149	Gordon M.	Winnipeg	1895	Keewatin, Ont.	Screw—A hélice	30 0	6 5	2 4	3	2	Henry W. Mackey, Keewatin, Ont.
100,499	Gorge	Victoria	1892	Victoria, B. C.	"	29 2	7 1	3 3	3	2	James L. Raymur, Victoria, B.C.
107,944	Gosoon	St. Catharines	1888	Detroit, Mich., U.S.A.	"	38 6	10 2	3 2	15	10	Michael J. Hogan, Quebec, Que.
85,498	Grace Darling	Collingwood	{ 1886 1897	{ Collingwood, Ont. Peterborough, Ont.	"	50 0	13 7	5 6	28	19	A. J. Shaw, Parry Sound, Ont.
111,918	Grace Holland	Toronto	1901	Peterborough, Ont.	"	27 0	6 0	2 0	3	2	Wm. E. Bigwood, Toronto, Ont.
103,880	Grace	Montreal	1894	Lachine, Que.	Wheels—A roues.	42 1	9 0	3 1	11	7	M. A. Jessemer, Cornwall, Ont.
111,453	Gracie B.	Winnipeg	1901	Winnipeg, Man.	Screw—A hélice	46 0	9 0	5 0	21	14	C. F. Bunnell, Winnipeg, Man.
107,213	Grahame	"	1896	Fort Chippewyan, N.W.T.	Wheels—A roues.	140 0	24 0	4 6	360	233	The Hudson Bay Co., London, Eng.
112,172	Gravenhurst	Toronto	1902	Muskoka, Ont.	Screw—A hélice	52 0	10 6	4 5	29	20	Peter Campbell, Muskoka, Ont.
111,846	Gray Loggie	Chatham, N.B.	1901	Loggieville, N.B.	"	77 2	25 3	7 4	99	67	Robert Loggie, M.O., Loggieville, N. B.
80,576	Great Western	Windsor, Ont.	1866	Windsor, Ont.	Wheels—A roues.	220 0	40 2	13 0	1080	662	Grand Trunk Railway Co., Montreal, Que.
107,936	Greenwood	New Westminster	1900	New Westminster, B. C.	Screw—A hélice	44 0	12 4	3 6	23	16	The Greenwood Canning Co., Ltd., Eburne, B.C.
87,264	Greentlands	Quebec	1883	Sunderland, G. B.	"	230 0	33 2	16 1	1091	703	Frank W. Ross, Quebec, Que.
85,711	Grenada	Prescott	1883	Prescott, Ont.	"	80 0	15 3	4 0	57	43	Alex. Smallman, Dundee, Que.

## SESSIONAL PAPER No. 21b

112,241	Greta.....	Vancouver.....	1902	Vancouver, B. C.....	"	....	22 0	7 3	2 3	2	1 S. Maddison, Vancouver, B. C.
112,091	Grilsea.....	Lunenburg.....	1902	Mahone Bay, N. S.....	"	....	109 2	25 6	11 8	126	81 Jos. Holloway, Glen Cove, N. Y., U. S. A.
92,410	Grip.....	Chatham, N. B.....	1887	Chatham, N. B.....	"	....	37 8	7 5	4 2	7	5 Mrs. Annie Adams, Chatham, N. B.
97,071	Gulhare.....	Ottawa.....	1893	Scotstoun, Glasgow, G. B.	"	....	137 0	20 5	13 6	262	106 Minister of Marine and Fisheries, Ottawa, Ont.
100,805	Gwendoline.....	Victoria.....	1893	Golden, B. C.....	Stern Wheel—Roue à l'arrière.	63 5	19 0	3 2	3 2	91	57 Upper Columbia Navigation & Tramway Co. Ltd., Golden, B. C.
112,180	Gypsy.....	Toronto.....	1902	Toronto, Ont.....	Screw—A hélice.....	39 0	8 0	3 0	3 0	11	8 The Collins Inlet Lumber Co. Ltd., Toronto, Ont.
111,584	Gypsie.....	Peterborough.....	1899	Peterborough, Ont.....	"	....	25 8	6 0	2 8	3	2 Dixon Best, Peterborough, Ont.
75,686	H. C. Curtis...	Prescott.....	1878	Quebec, Que.....	"	....	52 4	13 8	5 6	36	25 W. H. Davis, Ottawa, Ont.
.....	H. F. Bronson	Montreal.....	1870	Montreal, Que.....	"	....	91 8	18 0	7 1	137	70 Montreal Transportation Co., Montreal, Que.
85,513	H. L. Lovering...	Toronto.....	1883	Port Severn, Ont.....	"	....	62 0	16 0	6 6	55	38 The Georgian Bay Lumber Co. Ltd., Waukenaishene, Ont.
51,687	H. M. Mixer.....	Kingston.....	1865	Buffalo, N. Y., U. S. A.....	"	....	53 0	13 1	6 6	30	9 John Wade, Grenville, Que.
100,183	H. Bonenfant.	Montreal.....	1883	Charlemagne, Que.....	Centre wheel—Roue centrale.	63 5	28 0	3 3	3 3	22	14 Honoré Bonenfant, Charlemagne, Que.
103,096	H. Bonenfant.	".....	1893	".....	"	....	61 0	29 6	3 4	31	21 " " "
103,341	H. Larose.....	".....	1895	Sorel, Que.....	Screw—A hélice.....	46 4	12 6	5 0	13	9	9 H. Larose, St. Thomas de Pierreville, Que.
103,032	H. Trudel.....	Ottawa.....	1890	Simcoe, Ont.....	Wheels—A roues.....	35 0	16 0	3 3	13	6	6 R. A. Klock, et al., Klock's Mills, Ont.
94,686	Halero.....	Collingwood.....	1889	Collingwood, Ont.....	Screw—A hélice.....	34 0	9 0	3 8	8	5	5 Sir John A. Boyd, Toronto, Ont.
96,794	Halifax.....	Halifax.....	1878	New Baltimore, U. S. A.....	Wheels—A roues.....	116 3	30 9	11 5	338	169	The Dartmouth Ferry Commission, Dartmouth, N. S.
95,099	Halifax.....	".....	1880	Govan, G. B.....	Screw—A hélice.....	250 3	35 5	21 5	1875	1078	The Canada Atlantic & Plant SS. Co., Ltd., Halifax, N. S.
103,895	Halifax.....	New Westminster.....	1897	New Westminster, B. C.....	"	....	45 0	12 0	4 9	28	19 Lam Tung, M. O., New Westminster, B. C.
96,715	Hall.....	Ottawa.....	1889	Montreal, Que.....	"	....	102 8	22 5	7 4	247	136 The Ottawa Forwarding Co. Ltd., Ottawa, Ont.
107,241	Halys.....	New Westminster.....	1888	Washington, Territory U. S. A.....	"	....	40 0	11 0	4 0	44	34 W. J. Kane, Kaslo, B. C.
103,337	Hamilton.....	Montreal.....	{ 1847 Niagara, Ont. 1895 Sorel, Que.....	{ }	Wheels—A roues.....	175 2	25 2	10 8	938	477	Montreal Safe Deposit Co., Montreal, Que.
103,842	Hamilton.....	Ottawa.....	1896	Sand Point, Ont.....	"	....	131 4	39 5	7 3	320	202 The Upper Ottawa Improvement Co., Ottawa, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Registered. Réglistré.	
						Ft. 10chs	Ft. 10chs	Ft. 10chs			
107,466	Hamilton H.	Lindsay	1894	Simcoe, Ont.	Wheels—A roues.	36 5	10 4	3 6	22	14	George Gooderham, M.O., Toronto, Ont.
107,144	Hamlin.	Vancouver	1898	Vancouver, B. C.	"	146 2	30 8	4 6	515	323	British Yukon Nav. Co., Victoria, B.C.
100,885	Hampstead.	St. John, N.B.	1893	Hampton, N. B.	Screw—A hélice	94 0	17 7	7 0	235	159	F. S. Mabey, Hampton, N.B.
107,348	Harbinger.	Yarmouth	1901	Shelburne, N.S.	"	97 0	20 0	8 4	109	46	The "Harbinger" Steam Trawling Co., Yarmouth, N.S.
84,354	Harlaw.	Windsor, N.S.	1881	Port Glasgow, G.B.	"	165 1	24 5	11 8	451	267	The Halifax & Newfoundland S.S. Co., Ltd., Halifax, N.S.
103,444	Harold.	Ottawa	1887	Arnprior, Ont.	"	17 0	4 5	1 8	1	1	Samuel Sunstrum, jr., Golden Lake, Ont.
96,857	Harold B. Phillips	Sarnia	1880	Lorraine, Wis., U.S.A.	"	59 0	16 0	8 0	66	31	The Great Lakes Towing Co., Ltd., Sarnia, Ont.
94,845	Harold Gauthier.	Windsor, Ont.	1888	Walkerville, Ont.	"	36 0	9 0	4 2	9	6	O. E. Fleming, Windsor, Ont.
90,762	Harry Baird	Goderich.	1885 1896	Kincardine, Ont.	"	61 0	17 0	6 0	42	28	Jas. Leighton, Port Elgin, Ont.
94,623	Harry Bate.	Ottawa	1888	Ottawa, Ont.	"	108 0	23 8	7 2	254	144	The Ottawa Forwarding Co. Ltd. Ottawa, Ont.
90,453	Harry Montgomery.	Winnipeg.	1887	Selkirk, Man.	"	24 0	8 0	3 5	4	2	Wm. Hughes, Selkirk, Man.
72,984	Harry Sewell.	Wallaceburg	1875	Wallaceburg, Ont.	"	52 0	11 8	5 1	25	17	Jas. O'Leary and Geo. W. Downs, Port Lambton, Ont.
73,953	Harvey Needon	St. Catharines	1876	Port Dalhousie, Ont.	"	74 0	16 6	7 9	65	47	M. Lemoux, Midland, Ont.
97,185	Havana	Windsor, N.S.	1891	Hantsport, N.S.	"	181 4	23 7	16 8	471	246	T. Marsters, Hantsport, N.S.
103,636	Hawyywa	Ottawa.	1896	Ottawa, Ont.	"	35 3	7 3	3 6	4	3	J. C. Brennan, Ottawa, Ont.



## SESSIONAL PAPER No. 21b

100,623	Hazard.....	Port Dover .....	1892	Simcoe, Ont. ....	"	...	62	7	11	7	6	7	34	23	E. Harris, Port Dover, Ont.
92,706	Hazel .....	Winnipeg.....	1890	Selkirk, Man. ....	"	.....	37	0	9	5	3	7	8	5	Dominion Fish Co., Ltd., Win- nipeg, Man.
107,834	Hazelton.....	Victoria.....	1901	Victoria, B.C. ....	Stern wheel—Route à l'arrière.	134	4	24	0	4	4	4	378	236	Robert Cunningham, Port Essing- ton, B.C.
112,067	Hazlett.....	Peterborough.....	1902	Simcoe, Ont. ....	Wheels—A roues.....	41	6	10	3	3	9	24	15	The Dickson Co., Ltd., Peterboro', Ont.	
112,181	Heather Belle.....	Toronto.....	1902	Harrison, N.J., U.S.A.	Screw—A hélice .....	35	3	7	1	3	3	9	6	Sidney F. McKinnon, Toronto, Ont.	
85,492	Heather Belle.....	Collingwood.....	1892	Meaford, Ont. ....	"	.....	50	0	12	6	5	8	20	13	Emerson Danagh, Owen Sound, Ont.
103,657	Heather Belle.....	Winnipeg.....	1896	Norman, Ont. ....	"	.....	39	3	11	0	3	5	21	14	H. J. Davis, Rat Portage, Ont.
107,613	Hebron.....	Ottawa.....	1899	Ottawa, Ont. ....	"	.....	98	4	24	0	8	0	149	98	James H. Hall, <i>et al.</i> , Ottawa, Ont.
112,381	Hectanooga.....	Sydney.....	1902	U.S.A. ....	"	.....	30	0	7	0	2	8	2	2	Dr. Horace Rhindress, North Sydney, N.S.
103,962	Hector.....	Montreal.....	1898	Sorel, Que .	"	.....	53	0	15	8	5	7	21	14	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
112,049	Hector.....	St. Catharines.....	1873	Port Colborne, Ont. ....	"	.....	64	0	15	0	7	4	43	29	M. J. Hogan, Port Colborne, Ont.
77,771	Helen.....	Goderich.....	1877	Southampton, Ont. .	"	.....	34	0	10	0	4	0	5	3	B. Mackie, Little Current, Ont.
107,323	Helen May Butler.....	Halifax.....	1895	West Mystic, Conn., U.S.A.	"	.....	91	4	16	5	7	0	67	46	David T. Leslie, Spry Bay, N.S.
107,695	Helen S.....	Toronto.....	1899	Collin's Inlet, Ont. ....	"	.....	80	0	16	2	9	5	86	58	The Collin's Inlet Lumber Co., Toronto, Ont.
80,584	Helena.....	"	1877	Gravenhurst, Ont. ....	"	.....	44	0	7	6	2	8	13	9	Joseph C. Huckins, Toronto, Ont.
92,414	Henrietta.....	Chatham, N.B.....	1886	Beaver Point, N.B. ....	"	.....	41	3	13	0	3	7	19	13	George Dutch, Beaver Point, N.B.
100,685	Henrietta.....	New Westminster.....	1891	Seattle, Wash., U.S.A.	"	.....	30	0	8	0	4	5	7	5	P. Genelle, Tappen Siding, B.C.
100,399	Henrietta.....	Hamilton.....	1894	Hamilton, Ont. ....	"	.....	28	0	7	0	3	6	3	2	J. Edwards, Hamilton, Ont.
75,820	Henry Hoover.....	Halifax.....	1863	Philadelphia, Pa., U.S.A.	"	.....	65	7	16	8	7	2	55	37	The Halifax Tow Boat Co., Ltd., Halifax, N.S.
71,107	Henry Smyth.....	Chatham, Ont.....	1877	Wallaceburg, Ont. ....	"	.....	69	5	16	0	6	6	40	27	C. W. Gauthier, Sandwich, Ont.
111,921	Hepburn.....	Toronto.....	1901	Racine, Wis., U.S.A. ....	"	.....	50	5	8	6	4	2	15	10	John H. Wilmot, Beaumaris, Ont.
103,695	Herbert.....	Sault Ste. Marie.....	1897	Sault Ste. Marie, Mich., U.S.A.	"	.....	42	6	12	0	7	0	21	10	James Connor, Port Arthur, Ont.
92,736	Herbert M.....	Toronto.....	1887	Russell Point, Ont. ....	"	.....	43	0	10	2	5	8	26	18	Chas. Mickle, Gravenhurst, Ont.
66,949	Hercules.....	St. John, N.B.....	1874	Portland, St. John, N.B.	"	.....	73	0	20	0	8	2	87	24	Archibald Tapley, St. John, N.B.
107,105	Hercules.....	Victoria.....	1898	Nelson, B.C. ....	Steam scow—Chal- land à vapeur.....	79	5	14	8	5	9	65	44	A. Campbell, Kaslo, B.C.	

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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Official number. Numéro matricule.	Name of ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions. Dimensions.			Tonnage	Owner, or Managing Owner, and Address. Armateur ou armateur gérant et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Fl. 100 lbs.	Fl. 100 lbs.	Fl. 100 lbs.	Gross. Brut.	Register. Inregistré.
111,448	Hereules .....	Ottawa .....	1901	Pembroke, Ont. ....	Stern wheel—Roue à l'arrière.	46 6	18 0	4 6	21	18 Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
	Hero .....	Hamilton .....	1861	Hamilton, Ont. ....	Screw—A hélice .....	65 6	11 8	6 2	...	37 Thomas Barrie, Sombra, Ont.
94,751	Hero .....	St. John, N.B. ....	1884	Portland, N.B. ....	Wheels—A roues .....	92 2	21 3	6 2	128	81 Parker Glacier, Lincoln, Sunbury Co., N.B.
97,020	Howard McMaugh .....	St. Catharines .....	1898	St. Catharines, Ont. ....	Screw—A hélice .....	47 0	15 7	8 0	42	29 M. P. Davis, Ottawa, Ont.
107,730	Hiack .....	Vancouver .....	1900	Vancouver, B.C. ....	Auxiliary schooner— Golette auxiliaire.	45 0	17 5	5 2	24	16 Charles E. Crockett, Vancouver, B.C.
72,982	Hiawatha .....	Sarnia .....	1874	Dresden, Ont. ....	Screw—A hélice .....	92 7	20 0	7 6	163	111 Sarnia Tug & Transit Co., Sarnia, Ont.
83,214	Hiawatha .....	Windsor, N.S. ....	1882	Hantsport, N.S. ....	" .....	132 3	21 3	8 0	230	117 J. A. Farquhar, Halifax, N.S.
100,768	Hiawatha .....	Toronto .....	1895	Toronto, Ont. ....	" .....	56 0	13 3	6 3	46	31 Royal Canadian Yacht Club, Toronto, Ont.
111,936	Hiawatha .....	Lindsay .....	1901	Lindsay, Ont. ....	Wheels—A roues .....	48 6	10 6	4 0	22	18 R. Kennedy, M.O., Lindsay, Ont.
88,688	High Rock (The). .....	Kingston .....	1885	Kingston, Ont. ....	Screw—A hélice .....	41 6	10 0	3 9	8	5 Thomas Wilson, Montreal, Que.
103,224	High View Launch .....	Ottawa .....	1893	New York, U.S.A. ....	" .....	25 2	6 2	2 6	2	1 Mrs. Maria McAllister, Pembroke, Ont.
80,856	Highland Mary .....	Halifax .....	1880	Shelburne, N.S. ....	" .....	68 8	22 0	7 0	74	50 Wm. Beazly and Henry Beazly, Ferguson's Cove, N.S.
111,452	Highlander .....	Winnipeg .....	1900	Selkirk, Man. ....	" .....	66 0	14 5	6 6	59	39 R. Smith, Selkirk, Man.
90,079	Hillsborough .....	Charlotte-town .....	1894	Mt. Stewart, P.E.I. ....	Wheels—A roues .....	105 0	25 0	8 4	229	66 The Government of P. E. Island, Charlottetown, P. E. I.

SESSIONAL PAPER No. 21b

107,600	Hiram R. Dixon	1883	Mystic, Conn., U.S.A.	"	150 0	20 0	9 0	483	282	Dominion Fish Co., Ltd., Winnipeg, Man.
99,546	Hochelaga	1882	Rebuilt, Que.	"	178 9	26 3	9 2	419	256	Montreal Safe Deposit Co., Montreal, Que.
(2) 95,094	Hollybank	1888	Glasgow, G.B.	Screw—A helice	26 0	7 0	3 3	3	1	Mrs. Margaret McIntosh, Vancouver, B.C.
97,001	Home Rule	1880	Thorold, Ont.	"	74 9	17 0	9 4	81	45	James B. Hackett, Amherstburg, Ont.
92,303	Home Rule	1887	Penetanguishene, Ont.	"	28 0	5 7	2 4	3	2	Wilfred France, Penetanguishene P.O., Ont.
111,499	Honfleur	1900	St. Henri de Taillon, Que.	"	38 5	10 2	4 9	19	13	Charles Poivin, St. Jérôme, Que.
103,897	Hong Kong	1897	New Westminster, B.C.	"	59 2	12 2	5 4	36	25	T. J. Kickham, Vancouver, B.C.
103,242	Honoré	1894	Verchères, Que.	"	51 8	12 7	4 9	22	15	S. Thompson and W. J. Finn, Cascades Point, Que.
77,562	Hope	1878	Sorel, Que.	Wheels—A roues.	134 0	23 0	7 9	306	162	Archibald Tapley, St. John, N.B.
64,963	Hope	1871	Point Lévis, Que.	Screw—A helice	43 8	11 0	4 7	15	7	J. S. Thom, Quebec, Que.
103,144	Hope	1893	Quebec, Que.	"	44 6	11 0	4 2	19	7	"
88,368	Hope	1881	Seattle, Wash., U.S.A.	"	72 2	16 2	8 5	78	48	Sayward Mill & Timber Co., Ltd., Victoria, B.C.
71,252	Hope	1870	Detroit, Mich, U.S.A.	"	95 0	25 0	8 2	170	116	The Bridgeburg & Black Rock Ferry Co., Ltd., Fort Erie, Ont.
90,799	Horse Shoe	1888	Victoria, B.C.	"	47 6	11 9	4 8	18	11	J. H. Dodd, Victoria, B.C.
100,720	Hosanna	1893	Sorel, Que.	"	58 6	23 0	6 0	89	59	Richelieu & Ontario Navigation Co., Montreal, Que.
90,549	Houghton	1863	Newburgh, U.S.A.	"	60 5	16 6	6 4	49	24	N. Dymont, Barrie, Ont.
111,985	Hubart	1902	Vancouver, B.C.	"	32 9	8 9	4 0	6	4	Alfred Wallace, Vancouver, B.C.
83,364	Hubert Larkin	1882	Lévis, Que.	"	61 0	13 5	6 2	49	33	W. J. Poupore, Morrisburg, Ont.
100,181	Hudson	1891	Sorel, Que.	Wheels—A roues.	128 5	25 1	6 4	158	80	Sincennes McNaughton Line, Ltd., Montreal, Que.
107,783	Hudson	1899	Barry's Bay, Ont.	Stern wheel—Roue à l'arrière.	73 5	17 0	3 3	45	37	H. E. Hudson and J. C. Hudson, Barry's Bay, Ont.
103,604	Hudson's Bay Messenger	1897	Rat Portage, Ont.	Screw—A helice	33 0	7 4	3 2	5	3	Hudson Bay Co., London, Eng.
107,161	Hugh S	1897	Collingwood, Ont.	"	50 0	12 4	5 9	24	16	Mrs. Hannah N. Stalker, Collingwood, Ont.
66,091	Humber	1873	South Quebec, Que.	"	50 2	11 5	5 7	13	3	Mrs. Alfred Paré, Lachine, Que.
107,459	Hummer	1895	Vancouver, B.C.	"	26 1	7 2	3 0	3	2	The Wurtzburg Co., Ltd., Vancouver, B.C.
83,343	Hunkidori	1881	Quebec, Que.	"	30 4	9 4	4 7	10	3	James Murphy, Quebec, Que.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Registered. Immatriculé.		
						Ft. 100 lbs.	Ft. 100 lbs.	Ft. 100 lbs.				
71,216	Huron.....	Sarnia.....	1875	Point Edward, Ont. ....	Screw—A hélice .....	238 5	53 9	12 8	1052	688	Grand Trunk Railway Co., Montreal, Que.	
85,321	Huron.....	Toronto.....	1882	Owen Sound, Ont. ....	" .....	71 7	15 3	8 5	70	56	The Ontario Lumber Co., Toronto, Ont.	
107,132	Huron.....	Goderich.....	1898	Goderich, Ont. ....	" .....	71 7	17 0	6 6	55	38	W. Marlton, Goderich, Ont.	
107,245	Huron.....	New Westminster.....	1892	New Westminster, B.C. ....	" .....	30 0	7 0	3 0	7	5	The Cleve Canning & Cold Storage Co., Ltd., Vancouver, B.C.	
100,948	Huron Belle .....	Collingwood .....	1889	Sand Beach, U.S.A. ....	" .....	50 0	12 0	5 0	27	18	Geo. A. Fraser, Sarnia, Ont.	
107,118	Huronic.....	" .....	1902	Collingwood, Ont.....	" .....	321 0	43 0	23 4	3330	2211	Northern Navigation Co., Collingwood, Ont.	
103,045	Hurtubise.....	Ottawa.....	1891	Casselman, Ont. ....	" .....	52 0	17 0	4 3	46	43	La Banque Ville Marie, Montreal, Que.	
100,637	Hyak .....	Victoria.....	1892	Golden, B.C. ....	Wheels—A roues.....	81 0	11 2	3 9	39	25	The Upper Columbia Nav. & Tramway Co., Golden, B.C.	
88,250	Hydra.....	Deseronto .....	1892	Trenton, Ont. ....	Screw—A hélice .....	40 0	7 0	4 7	6	4	Seth Benson, Deseronto, Ont.	
92,440	Hygeia.....	Toronto.....	1886	Kingston, Ont.....	" .....	30 0	5 4	2 6	2	1	Samuel May, Toronto, Ont.	
100,400	Hygeia.....	Sydney .....	1886	Lévis, Que. ....	" .....	72 6	16 6	6 7	58	39	Cape Breton Electric Co., Ltd., Sydney, N.S.	
112,283	I. C. U. ....	Digby.....	1892	Yarmouth, N.S. ....	" .....	25 5	7 5	3 5	4	4	H. W. Cam, Bridgetown, N.S.	
96,807	I. B. Hamblen.....	Halifax.....	1891	Providence, R.I., U.S.A.	" .....	68 2	14 6	5 3	32	22	Jas. A. Farquhar, Halifax, N.S.	

## SESSIONAL PAPER No. 21b

111,761	Idagara.	Kingston	1901	Kingston, Ont.	"	40 8	9 6	4 0	7	51	Davis Dry Dock Co., Ltd., Kingston, Ont.
90,460	Ida.	Winnipeg.			"	49 5	9 0	4 3	19	13	P. McArthur, Westbourne, Man.
83,325	Ida.	Ottawa	1880	Lake Barnière, Que.	"	56 2	18 0	4 9	17	11	J. C. Edwards, Ottawa, Ont.
85,564	Ida.	"	1884	Deseronto, Ont.	"	95 6	20 6	6 2	247	153	Jos. Larivière and Oliver Angers, J.O., Ste. Anne de Bellevue, Que.
85,367	Ida.	"	1881	Brockville, Ont.	"	46 0	8 0	9 8	21	6	Arthur Starkey, Parry Sound, Ont.
92,613	Ida.	Port Arthur	1887	Port Arthur, Ont.	"	44 4	11 1	5 3	19	13	Murdoch Melnes and A. B. Sutherland, J.O., Port Coldwell, Ont.
92,757	Ida.	Quebec.	1889	Quebec, Que.	"	49 5	12 2	4 6	26	7	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
103,354	Ida.	"	1877	Portsmouth, Ont.	"	35 0	7 2	3 0	16	9	Quebec & Lake St. John Railway Co., Montreal, Que.
90,559	Ida Bell.	Port Burwell.	1890	Clear Creek, Ont.	"	28 0	7 0	3 2	6	3	C. C. Bates, Clear Creek, Ont.
103,188	Ida Lue.	Yarmouth.	1896	Shelburne, N.S.	"	61 0	13 6	6 7	45	30	H. T. LeBlanc, Tusket Wedge, N.S.
71,974	Ida M.	Amherstburg	1890	Detroit, Mich., U.S.A.	"	60 0	10 0	4 8	14	7	John McCormick, Pelee Island, Ont.
96,984	Idaho	New Westminster	1888	Idaho, U.S.A.	"	36 5	9 0	3 8	6	4	Arthur Bunting, Bonner's Ferry, Idaho, U.S.A.
100,135	Idell	Winnipeg.	1892	Selkirk, Man.	"	70 2	16 5	6 0	54	37	Northwest Navigation Co., Ltd., Winnipeg, Man.
100,285	Idle Hour	Peterborough	1894	Peterborough, Ont.	"				2	2	R. S. Moffatt, Peterborough, Ont.
103,094	Idle Hour	Montreal	1891	New York, U.S.A.	"	25 6	6 0	2 4	4	3	M. Molson, Montreal, Que.
107,155	Idler	Vancouver	1897	Vancouver, B.C.	"	28 0	7 9	3 0	3	2	H. P. Smith, Vancouver, B.C.
111,539	Idler	"	1898	"	"	32 0	8 0	3 2	4	2	Stanley Menhinnick and Thos. J. Dunn, Arrowhead, B.C.
100,048	Illicliwaet.	Brockville	1897	Brockville, Ont.	"	50 4	7 8	4 5	16	10	J. M. Walsh, Brockville, Ont.
107,486	Imperial	Sault Ste. Marie.	1876	Buffalo, N.Y., U.S.A.	"	54 0	14 0	5 5	36	22	James Ganley, Sault Ste. Marie, Ont.
90,571	Imperial	Windsor, Ont.	1886	Toronto, Ont.	"	109 0	22 0	7 0	150	91	The Kingsville & Pelee Navigation Co., Kingsville, Ont.
111,577	Ina.	Toronto	1901	"	"	56 0	9 3	3 7	14	10	Wm. J. Gage, Toronto, Ont.
75,880	Ina.	Pictou, N.S.	1879	Pictou, N.S.	"	26 5	10 2	3 2	4	2	D. McDonald, Fisher's Grant, N.S.
a100,674	Ina.	Vancouver.	1893	Vancouver, B.C.	"	34 8	8 0	3 2	8	5	J. S. Doherty, Vancouver, B.C.
107,735	India.	Kingston	1899	Garden Island, Ont.	"	215 9	36 4	15 0	976	573	The Calvin Co., Ltd., Garden Island, Ont.

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					Dimensions.			Depth. Profondeur.	Gross. Brut.	Registered. Immatriculé.	
					Length. Longueur.	Breadth. Largeur.					
					Ft. 10ths Pds. 10ths						
112,179	Inenew.	Toronto	1902 Toronto, Ont.	Screw—A hélice.	86 5	18 0	7 7	109	46	Hudson Bay Co., London, Eng.	
85,427	Inez.	St. Catharines	1884 Welland, Ont.	"	65 0	15 9	8 0	59	34	James Murphy, Fort William, Ont.	
88,535	Inez.	Hamilton	1889 Carleton Place, Ont.	"	24 6	6 1	3 5	2	2	Geo. T. Tuckett, Hamilton, Ont.	
96,906	Ingomar.	Kingston	1890 " "	"	61 0	10 5	3 6	22	13	Chas. C. Newton, Montreal, Que.	
96,849	International	Sarnia	1872 Fort Erie, Ont.	"	210 0	40 0	12 8	851	559	Lake Erie & Detroit River Ry. Co., Walkerville, Ont.	
80,690	International	Prescott	1881 Montreal, Que.	"	182 0	30 0	10 0	395	269	Can. Pac. Car & Pass. Transfer Co., Ltd., Prescott, Ont.	
103,489	International	Victoria	1896 Kaslo, B.C.	Stern wheel—Roue à l'arrière.	142 0	24 9	5 6	526	281	The International Nav. & Trading Co., Ltd., Kaslo, B.C.	
94,682	Interocean	Collingwood	1888 Collingwood, Ont.	Screw—A hélice.	74 0	16 0	7 2	148	98	E. G. Shortis, Wallaceburg, Ont.	
83,374	Inter-Ocean.	Toronto	1881 Nipissing, Ont.	"	103 4	22 5	6 0	144	98	The Muskoka & Nipissing Nav. Co., Gravenhurst, Ont.	
107,175	Inza.	Port Arthur	1900 Fort William, Ont.	"	38 5	9 0	4 8	9	6	Samuel Forrest, Port Arthur, Ont.	
100,199	Iona.	Vancouver	891 Vancouver, B.C.	"	63 0	14 8	5 7	53	36	A. McDermott, Vancouver, B.C.	
94,922	Iona.	Pictou, Ont.	1892 Trenton, Ont.	"	123 5	24 2	10 2	232	157	E. A. Hall, L'Orignal, Ont.	
107,285	Iona.	Sydney	1900 Liverpool, N.S.	"	72 0	16 4	7 3	54	35	David Rudderham, North Sydney, N.S.	
100,764	Iota.	Toronto	1894 Spanish River, Ont.	"	31 0	8 4	4 0	6	1	G. Hamilton, Spanish River, Ont.	



## SESSIONAL PAPER No. 21b

111,757	Irene.....	Rat Portage.....	1900	Rat Portage, Ont.	"	40 0	8 0	3 5	10	6	J. D. Johnston, Rat Portage, Ont.
107,943	Irene.....	St. Catharines.....	1892	Hamilton, Ont.	"	25 3	6 0	2 2	3	2	Harry Leslie, Port Colborne, Ont.
92,297	Irene.....	Ottawa.....	1881	Ottawa, Ont.	"	31 0	6 0	3 0	3	2	Charles Wynn, Peterboro', Ont.
88,580	Irene.....	Hamilton.....	1887	Hamilton, Ont.	"	26 6	6 0	3 2	24	16	Thomas Christie, Hamilton, Ont.
92,444	Irene.....	Toronto.....	1887	Toronto, Ont.	"	42 0	8 0	4 5	7	5	Geo. F. Oakley and T. H. Allen, J.O., Toronto, Ont.
103,603	Irene.....	Sydney.....		Great Britain.	"	25 8	7 0	4 2	3	2	F. Kelley, North Sydney, N.S.
103,932	Irene.....	Chatham, N.B.....	1897	Port Hawkesbury, N.S.	"	36 3	11 3	4 7	10	7	Jas. Robinson, Derby, N.B.
92,562	Iris.....	Halifax.....	1887	Dartmouth, N.S.	"	24 4	4 7	2 5	2	1	Chas. S. Pickford, Halifax, N.S.
107,640	Iris.....	New Westminster.....	1899	New Westminster, B.C.	"	54 0	11 5	5 5	38	24	The Brunette Sawmills Co., Ltd., New Westminster, B.C.
111,456	Irlene.....	Winnipeg.....	1901	Killarney, Man.	"	32 0	9 0	3 0	7	6	G. Hibbert, Killarney, Man.
107,822	Iroquois.....	Victoria.....	1900	Port Moody, B.C.	"	82 0	20 0	7 7	195	94	Thomas W. Paterson, Victoria, B.C.
111,855	Iroquois (The).....	Owen Sound.....	1902	Toronto, Ont.	"	260 0	43 2	25 2	2359	1452	J. H. G. Haggerty, Owen Sound, Ont.
111,505	Isabel.....	St. John, N.B.....	1900	Detroit, Mich., U.S.A.	"	22 5	5 6	2 3	1	1	Wm. T. Chestnut, Fredericton, N.B.
103,226	Isabel.....	Ottawa.....	1890	Brockville, Ont.	"	20 4	4 8	2 4	1	1	E. Farmer and J. B. Tierny, Arnprior, Ont.
103,389	Isabelle.....	Winnipeg.....	1895	Westbourne, Man.	"	70 0	16 0	5 5	61	41	P. McArthur, Westbourne, Man.
96,703	Ishaway.....	Ottawa.....	1888	Brockville, Ont.	"	45 4	8 2	3 6	7	5	E. A. Small, Montreal, Que.
107,873	Ishkoodah.....	Lindsay.....	1893	Carleton Place, Ont.	"	30 0	6 2	2 2	3	2	G. S. Ryerson, M.D., Toronto, Ont.
96,848	Island Belle.....	Sarnia.....	1882	Toledo, Ohio, U.S.A.	"	64 0	16 0	6 0	31	21	J. Garrock, Sarnia, Ont.
85,547	Island Gem.....	Yarmouth.....	1883	Yarmouth, N.S.	"	41 7	12 7	5 0	16	11	Mud Island Lobster Co., Ltd., Yarmouth, N.S.
92,381	Island Queen.....	Montreal.....	1887	Kingston, Ont.	"	91 8	19 9	6 0	98	62	L. J. Cosgrove and P. J. Craig, Toronto, Ont.
92,738	Island Queen.....	Toronto.....	1889	Toronto, Ont.	"	73 0	13 9	4 4	23	20	The Toronto Ferry Co., Ltd., Toronto, Ont.
103,700	Islander.....	Sault Ste. Marie.....	1892	"	"	28 6	7 8	3 5	6	4	L. O. Armstrong, Desbarats, Que.
111,567	Islander.....	Toronto.....	1900	Gravenhurst, Ont.	"	100 0	17 4	5 7	165	78	The Muskoka & Georgian Bay Nav. Co., Ltd., Gravenhurst, Ont.
90,566	Islay.....	"	1895	Orillia, Ont.	"	116 0	18 0	6 2	175	119	Chas. McInnes, Orillia, Ont.
103,142	Ivan R.....	Quebec.....	1893	Three Rivers, Que.	"	53 6	11 5	3 8	18	12	Wm. Ritchie, Three Rivers, Que.

2-3 EDWARD VII., A. 1903

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

## LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

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						Dimensions.			Gross. Brut.	Register. Régistère.		
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						Ft. 100ths.	Ft. 100ths.	Ft. 100ths.				
85,473	Ivey Alderson	Port Dover	1885	Port Dover, Ont.	Screw—A hélice	66 8	13 1	5 0	38		26	H. W. Ansley, Port Dover, Ont.
88,231	Iv.	Brockville	1884	Brockville, Ont.	"	44 9	8 4	3 6	7		5	D. E. Maclellan, Cornwall, Ont.
51,639	J. C. Clark	Sarnia.	{ 1864 1876	{ Newport, Ont. Sarnia, "	"	85 0	20 0	7 0	145		39	Sarnia Transportation Co., Ltd., Sarnia, Ont.
100,942	J. C. Elze	Collingwood	1893	Wanbanushene, Ont.	Wheels—A roues	44 0	11 0	3 6	33		21	Georgian Bay Lumber Co., Wan- banushene, Ont.
100,039	J. D. Hewis	Toronto	1892	Midland, Ont.	Screw—A hélice	55 6	12 4	5 3	51		35	David Hewis, M.O., Midland, Ont.
107,946	J. G. Gidley	St. Catharines	1901	Little Current, Ont.	"	70 5	14 7	7 0	57		39	Thos. Conlon, Thorold, Ont.
111,619	J. H. Hackett	Quebec	1901	Quebec, Que.	"	87 9	21 2	8 8	117		80	William Hackett, Quebec, Que.
90,769	J. H. Jones	Goderich,	1888	Goderich, Ont.	"	107 0	21 4	9 5	152		38	The Crawford Tug Co., Wiarton, Ont.
80,671	J. K. Ward	Montreal	1881	Lachine, Que.	"	49 0	14 0	5 8	23		15	Stephen St. Denis, Lachine, Que.
111,802	J. L. Beckwith	Sault Ste. Marie	1872	Buffalo, N.Y., U.S.A.	"	60 0	19 6	7 0	61		33	Wm. Grierson, Sault Ste. Marie, Ont.
94,624	J. L. Murphy	Ottawa	1888	Sand Point, Ont.	"	101 5	22 0	8 6	173		109	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,333	J. L. Nelson	Halifax	1899	Yarmouth, N.S.	"	64 0	13 8	6 6	38		19	John W. Smith, Newdy Quoddy, N.S.

## SESSIONAL PAPER No. 21b

107,170	J. N. McDonald	Collingwood	1902	Collingwood, Ont.	"	65 0	12 0	6 9	41	28	J. P. McDonald, Blind River, Ont.
107,809	J. P. Light	Dawson	1898	Seattle, Wash., U.S.A.	Stern wheel—Roue à l'arrière.	176 5	36 0	9 8	719	409	Annie E. O'Brien and Lillie E. J. Davis, Yukon Territory.
107,163	J. S. Blazier	Collingwood	1867 1892	East Saginaw, Mich., U.S.A.	Screw—A hélice	80 0	14 0	9 0	89	60	C. S. Boone, Toronto, Ont.
112,030	Jack	Quebec	1901	Montmagny, Que.	"	49 8	14 2	5 8	31	21	Wm. Price, Quebec, Que.
66,033	James	"	1870	St. Ronald, Que.	Wheels—A roues	105 2	20 4	7 7	127	31	W. Paul, jun., Sorel, Que.
112,010	James Adams	Port Arthur		Duluth, Min., U.S.A.	Screw—A hélice	68 0	12 0	7 0	51	35	Jas. Whalen, Port Arthur, Ont.
107,154	James Domville	Vancouver	1898	Vancouver, B.C.	Wheels—A roues	121 6	25 8	4 7	486	294	Klondike, Yukon & Stewart, Pioneers, Ltd., London, Eng.
111,511	James Holly	St. John, N.B.	1901	St. John, N.B.	Screw—A hélice	48 0	13 8	6 5	31	21	James Holly, St. John, N.B.
71,219	James Leighton	Sarnia	1875	Moore, Ont.	"	39 2	13 7	5 6	23	25	James Leighton, Port Elgin, Ont.
96,844	James McKeon	"	1893	Sarnia, Ont.	"	52 5	12 5	5 0	36	24	Blind River Towing Co., Ltd., Sarnia, Ont.
96,842	James Mayhew	Port Arthur			"	40 0	10 6	4 7	17	12	Eli J. Nutall, Port Arthur, Ont.
107,945	James Norris	St. Catharines	1868	Port Dalhousie, Ont.	"	74 0	14 6	7 6	50	34	James T. Davis, Montreal, Que.
100,943	James Playfair	Collingwood	1894	Collingwood, Ont.	"	50 0	11 6	6 0	26	18	H. Melmes, Meaford, Ont.
92,307	James Storey	"	1888	"	"	63 0	14 2	7 3	49	33	J. Perks, Meaford, Ont.
85,369	Janet Craig	Ottawa	1884	Bristol, Que.	"	50 0	13 0	3 9	12	6	W. G. Workman, Ottawa, Ont.
77,925	Jennie B	Charlottetown	1878	Chatham, N.B.	Wheels—A roues	41 9	8 3	3 2	20	11	R. W. Cunningham, Antigonish, N.S.
71,102	Jennie G. Harper	Chatham, Ont.	1874	Chatham, Ont.	Screw—A hélice	48 0	8 7	3 0	20	18	Jas. Pilgrim, Meaford, Ont.
100,795	Jennie June	New Westminster	1887	Seattle, Wash., U.S.A.	"	29 8	8 0	3 8	4	4	J. A. Clarke, New Westminster, B.C.
107,814	Jennie Mac	Peterborough	1899	Peterborough, Ont.	"	33 2	7 2	3 4	5	3	C. B. McAllister, Peterborough, Ont.
74,400	Jennie Wilson	Toronto	1879	Toronto, Ont.	"	36 3	7 8	3 6	7	5	The Snider Lumber Co., Ltd., Waterloo, Ont.
107,721	Jessie	Vancouver	1899	Jersey City, N.J., U.S.A.	"	45 4	10 0	3 9	9	6	Controller, Northwest Mounted Police, Ottawa, Ont.
107,898	Jessie	Montreal	1879	Buffalo, N.Y., U.S.A.	"	46 0	12 5	5 5	19	13	Montreal Sand & Gravel Co., Ltd., Montreal, Que.
103,291	Jessie	New Westminster	1893	New Westminster, B.C.	"	30 0	7 0	3 0	6	4	W. J. Snodgrass, Okanagan Falls, B.C.
112,009	Jessie	Peterborough	1900	Bayonne, Mich., U.S.A.	"	31 0	7 5	3 6	9	6	Stanley Burton, Peterborough, Ont.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Gross. Brut.)	Register. Enregistré.	
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.			
107,744	Jessie Bain.	Kingston	1888	Clayton, N.Y., U.S.A.	Screw—A helice	70 8	14 8	5 0	67	41	The St. Lawrence River Steamboat Co., Kingston, Ont.
103,643	Jessie Forward	"	1896	Millhaven, Ont.	"	36 6	7 7	4 2	6	4	J. F. Walsh, Napanee, Ont.
96,780	Jessie Gray.	Halifax	1889	Marble Mt., N.S.	Wheels—A roues.	80 0	17 9	5 7	76	48	Bras d'Or Line Co., Ltd., Halifax, N.S.
70,288	Jessie Hall	Montreal	1897	Buffalo, N.Y., U.S.A.	Screw—A helice	83 5	17 0	8 8	57	29	Montreal Transportation Co., Montreal, Que.
97,009	Jessie Hume.	St. Catharines	1894	St. Catharines, Ont.	"	62 9	15 4	8 3	58	40	Minister of Public Works, Ottawa, Ont.
100,635	Joan.	Victoria	1892	Victoria, B.C.	"	176 8	30 0	11 0	821	544	Esquimalt & Nanaimo Ry. Co., Ltd., Victoria, B.C.
111,572	Joe	Toronto	1900	Huntsville, Ont.	"	65 0	13 0	4 9	57	39	George F. Marsh, Huntsville, Ont.
74,371	Joe Knight.	St. Catharines	1867	St. Catharines, Ont.	"	35 5	11 3	4 4	14	11	Jas. Murray, St. Catharines, Ont.
94,712	Joe Milton.	Port Stanley	1891	Port Stanley, Ont.	"	92 6	20 4	3 2	93	63	Jas. V. Crawford, Warton, Ont.
80,762	Johanna B.	Quebec	1881	Quebec, Que.	"	44 3	11 4	4 7	17	9	Wm. Price, Quebec, Que.
111,670	John.	Montreal	1902	Pt. Fortune, Que.	Wheels—A roues.	65 0	24 0	3 3	34	21	Merile Larocque, Point Fortune, Que.
92,536	John A.	"	1888	Montreal, Que.	Screw—A helice	57 2	12 8	5 6	20	13	J. C. Weir, Montreal, Que.
107,853	John C. Barr.	Dawson	1898	Unalaska, Alaska, U.S.A.	Stern wheel—Roue à l'arrière.	144 6	28 2	4 8	547	316	John Steinhoff, Dawson, Yukon Territory.
92,387	John Haggart	Kingston	1887	Perth, Ont.	Screw—A helice	99 9	17 5	6 0	184	104	J. J. Drummond, Midland, Ont.
85,519	John Hankin.	Toronto	1884	Port Dalhousie, Ont.	"	71 0	16 0	6 0	37	25	Lawrence Solman, Toronto, Ont.

## SESSIONAL PAPER No. 21b

90,691 John Hunter	St. Catharines	1885 St. Catharines, Ont	.....	54	6	12	8	6	3	32	22 James Murray, St. Catharines, Ont.
107,136 John J. Noble	Goderich	1901 Goderich, Ont	.....	68	1	15	1	6	9	33	23 Dominion Fish Co., Ltd., Winnipeg, Man.
103,693 John Jordan	Sault St. Marie	1896 Bay City, Mich., U.S.A.	.....	29	7	8	0	3	0	6	3 Blind River Towing Co., Blind River, Ont.
97,037 John L. Cann	Yarmouth	1891 Yarmouth, N.S.	.....	97	8	19	8	9	0	166	81 H. B. Cann, Yarmouth, N.S.
107,242 John L. Card	Victoria	1897 New Westminster, B.C.	.....	92	0	24	0	8	0	141	96 Federation Brand Salmon Canning Co., Ltd., Victoria, B.C.
100,122 John Lee Senior	Wallaceburg	1893 Wallaceburg, Ont.	.....	86	0	21	0	7	2	88	60 John Lee, sr., Wallaceburg, Ont.
94,919 John Logie	Saugeen	1893 Goderich, Ont	.....	76	0	13	8	5	5	37	25 John Logie, Southampton, Ont.
77,992 John McDonald	Ottawa	1879 Ottawa, Ont	.....	48	0	8	6	3	0	24	16 Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,137 John McKay	Goderich	1901 Goderich, Ont	.....	68	1	15	1	6	9	34	23 Dominion Fish Co., Ltd., Winnipeg, Man.
100,949 John Milne	Collingwood	1894 Nottawasaga River, Ont.	.....	102	0	19	0	6	8	109	74 John Randell, Seely's Bay, Ont.
70,290 John Pratt	Montreal	1874 Montreal, Que	.....	96	0	19	2	7	3	70	21 The Minister of Public Works, Ottawa, Ont.
103,033 John Thomson	Ottawa	1889 Quinze Bay, Que	.....	39	0	8	6	3	3	5	4 R. A. Klock, Klock's Mills, Ont.
92,309 John William	Collingwood	1888 Fesserton, Ont	.....	36	0	10	9	4	0	14	10 W. W. Carter, Fesserton, Ont.
107,666 Johnnie H.	Quebec	1899 Quebec, Que	.....	41	0	10	4	4	0	14	5 Wm. Hackett, sr., Quebec, Que.
92,541 Joliette	Montreal	1887 Montreal, Que	.....	45	0	15	6	3	8	13	9 Stewart S. Joseph and Jessie Joseph, J.O., Stanstead, Que.
100,469 Jopl.	Kingston	1895 Newboro', Ont	.....	52	2	7	8	8	6	11	7 John Paul, Newboro', Ont.
107,804 Joseph	St. John, N.B.	1899 St. John, N.B.	.....	58	6	16	4	7	4	54	37 Andrew B. Ruddock, St. John, N.B.
107,621 Joseph Clossett	New Westminster	1898 Lake Bennett, B.C.	.....	8	0	21	0	4	5	147	93 British Yukon Navigation Co., Ltd., Victoria, B.C.
103,047 Joseph Taylor	Ottawa	1894 Lac Dumoine, Que	.....	37	0	15	7	3	6	17	9 J. R. Booth, Ottawa, Ont.
103,669 Josie	Winnipeg	1897 Rat Portage, Ont.	.....	32	0	7	8	4	2	12	7 Toronto & Western Mines Development Co., Ltd., Toronto, Ont.
85,496 Juanita	Toronto	1880 Hamilton, Ont	.....	30	0	6	6	2	8	3	2 James Moreau, Port Severn, Ont.
90,529 Jubilee	Chatham, Ont	1888 Algonac, Mich., U.S.A.	.....	53	6	10	6	.....	.....	10	7 J. H. Ferguson, et al., Blenheim, Ont.
107,082 Jubilee	Ottawa	1897 Ottawa, Ont	.....	35	3	6	5	3	0	2	1 Geo. Gale, et al., Ottawa, Ont.
103,645 Jubilee	Kingston	1897 Kingston, Ont	.....	65	8	14	4	5	4	54	37 Mrs. Aletha Roys, Kingston, Ont.
103,036 Jubilee	Chatham, N.B.	1897 Douglastown, N.B.	.....	43	9	11	6	4	8	17	11 William Anderson, Church Point, N.B.

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						Ft. inches. Pc. pouces.						
103,953 Jubilee.....	Montreal.....	1897 Sorel, Que.....	Screw—A hélice.....	66 4	10 5	3 7	25	17 Wm. Hocking, Compton, Que.				
92,723 Jubilee.....	Toronto.....	1887 Port Carling, Ont.....	"	30 6	5 4	3 4	3	2 Joseph S. Wallace, Port Carling, Ont.				
100,726 Julia.....	Montreal.....	1893 Sorel, Que.....	"	93 8	17 0	6 2	91	51 Sincennes McNaughton Line, Ltd., Montreal, Que.				
103,580 Julian V. O'Brien.....	Collingwood.....	1888 1 Buffalo, N.Y., U.S.A. 1892 2	"	70 0	16 5	8 2	59	31 Wm. E. Bigwood, Byng Inlet, Ont.				
90,771 Juno.....	Windsor, Ont.....	1885 Wallaceburg, Ont.....	"	132 7	26 8	8 8	288	196 William J. Pulling, Windsor, Ont.				
90,764 Jano.....	Goderich.....	1887 Goderich, Ont.....	"	62 0	14 0	6 0	28	19 Dominion Fish Co., Ltd., Winni- peg, Man.				
100,415 Juno.....	Ottawa.....	1890 March Landing, Ont.....	"	49 0	9 2	8 0	17	8 Wm. H. Berry, March, Ont.				
103,062 Juno.....	Yarmouth.....	1895 Yarmouth, N.S.....	"	37 0	9 2	4 0	9	2 L. E. Baker (Estate), Yarmouth, N.S.				
107,750 Kacymo.....	Kingston.....	1901 Kingston, Ont.....	"	41 0	8 6	3 4	9	6 Mrs. Eva S. Lombard, Kansas City, U.S.A.				
107,827 Kaslo.....	Victoria.....	1900 Kaslo, B.C.....	Stern wheel—Roue à l'arrière.	173 5	27 0	7 4	765	370 Robert Irving, Kaslo, B.C.				
96,999 Kaslo.....	New Westminster.....	1892 Kootenay Lake, B.C.....	Screw—A hélice.....	62 0	13 5	6 0	51	35 C. Sweeney, Vancouver, B.C.				
107,887 Kate.....	Montreal.....	1900 Montreal, Que.....	"	67 0	16 2	7 9	61	42 A. H. Loner, Montreal, Que.				
80,726 Kate.....	Quebec.....	1880 Lévis, Que.....	"	48 9	12 6	6 0	23	7 John Taylor, Montreal, Que.				



## SESSIONAL PAPER No. 21b

112,175	Kate	Toronto	1902	Toronto, Ont.	4	0	63	0	9	3	4	0	22	15	H. M. Movat, Toronto, Ont.
71,224	Kate Marks	Sault Ste. Marie	1875	Bruce Mines, Ont.	5	6	52	0	13	6	5	6	54	43	Thomas Marks, Port Arthur, Ont.
83,385	Kate Murray	Toronto	1878	Hamilton, Ont.	3	0	36	6	6	5	3	0	3	2	Mrs. Mary J. Vanderburg, Port Carling, Ont.
71,183	Kate Pilgrim	Owen Sound	1875	Meaford, Ont.	11	5	47	0	10	3	5	3	11	8	David Davidson, Penetanguishene, Ont.
107,675	Kathleen	Quebec	1900	Quebec, Que.	280	9	132	5	21	9	9	2	280	177	John C. Kaide, Quebec, Que.
90,574	Kathleen	Toronto	1886	Toronto, Ont.	110	5	84	0	18	0	5	5	110	72	The Toronto Ferry Co., Ltd., Toronto, Ont.
103,687	Katie	"	1896	Jersey City, N.J., U.S.A.	4	8	30	0	6	7	2	8	4	3	C. P. Chisholm, Oakville, Ont.
111,538	Katie	Vancouver	1900	Vancouver, B.C.	3	4	25	5	7	8	2	4	3	2	Gordon H. Hardie and Nicholas Thompson, Vancouver, B.C.
107,786	Katie Bell	Ottawa	1898	Montreal, Que.	2	4	31	0	6	4	2	4	2	2	John B. McRae, Ottawa, Ont.
107,871	Kawartha	Lindsay	1900	Bobaygeon, Ont.	17	6	46	0	9	6	3	6	17	11	William Burgoyne, Fenelon Falls, Ont.
103,680	Keenora	Toronto	1897	Rat Portage, Ont.	486	8	119	9	28	0	8	3	486	269	The Rainy River Nav. Co., Ltd., Rat Portage, Ont.
42,693	Keewatin	Winnipeg	1889	Keewatin, Ont.	41	0	51	8	12	4	5	0	41	28	Keewatin Lumbering & Mfg. Co., Ltd., Hamilton, Ont.
103,660	Keewatin	"	1896 { 1900	Selkirk, Man.	20	3	49	0	10	0	3	3	20	14	Wm. F. Foyer, Selkirk, Man.
111,780	Kelowna	Victoria	1902	Kelowna, B.C.	65	6	78	0	18	8	5	6	65	44	D. Lloyd-Jones, Kelowna, B.C.
107,745	Kenirving	Kingston	1900	Smith's Falls, Ont.	145	7	104	4	20	8	6	7	145	70	Edward Smith, Storrington, Ont.
103,047	Kenneth	Brockville	1889	Alexandria Bay, N.Y., U.S.A.	4	3	38	0	6	8	3	3	4	2	Geo. Morrow, Cornwall, Ont.
492,701	Kennina	Winnipeg	1890	Keewatin, Ont.	42	8	57	0	13	8	3	7	42	28	L. R. Mackey, Keewatin, Ont.
88,329	Kenogami	Quebec	1886	Quebec, Que.	21	0	48	7	12	8	5	0	21	14	Evan J. Price, Quebec, Que.
91,935	Kenosha	Lindsay	1891	Lindsay, Ont.	266	5	112	0	20	0	6	5	266	170	Jos. B. Parkin, M.O., Lindsay, Ont.
83,512	Kenozha	Toronto	1883	Gravenhurst, Ont.	225	2	100	8	18	2	6	2	225	124	The Muskoka and Nipissing Nav. Co., Gravenhurst, Ont.
111,564	Kestrel	"	1900	Toronto, Ont.	7	5	38	0	8	0	3	5	7	5	James Playfair, Midland, Ont.
100,046	Kilbirnie	Brockville	1887	Alexandria Bay, N.Y., U.S.A.	15	3	45	0	7	0	3	7	15	10	R. J. Brodie, Smith's Falls, Ont.
100,409	Kildare	Hamilton	1901	Hamilton, Ont.	5	6	32	0	7	5	3	6	5	4	Wm. Lafarelle, Hamilton, Ont.
96,988	Kildonan	Vancouver	1891	Victoria, B.C.	51	9	68	3	14	2	6	9	51	32	Ernest E. Evans, Vancouver, B.C.
97,114	Killarney Belle	Collingwood	1892	Collingwood, Ont.	28	6	52	0	12	0	5	6	28	19	Dominion Fish Co., Ltd., Winnipeg, Man.

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						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.			
100,600	King Ben.....	Kingston..	1895	Kingston, Ont.....	Screw—A helice ..	108 6	21 7	6 7	145	69	G. A. Richardson, Kingston, Ont.
116,213	King Bird.....	Quebec.....	1898	Sorel, Que.....	" ..	34 8	6 0	3 0	5	4	Chas. Pagé, Three Rivers, Que.
111,600	King Edward VII.	New Westminster..	1901	Port Guichen, B.C ..	" ..	60 0	13 5	6 5	58	40	G. H. French, Vancouver, B.C.
111,654	Kingston.....	Toronto ..	1901	Toronto, Ont.....	Wheels—A roues...	288 0	36 2	13 3	225	1909	The Richelieu & Ontario Nav. Co., Montreal, Que.
94,760	Kingsville.....	St. John, N.B ..	1889	Rothesay, N.B.....	Screw—A helice ..	47 5	14 2	7 5	37	25	John F. Bridges, Gagetown, N.B.
107,604	Kiskisink.....	Quebec ..	1899	Island of Orleans, Que.	" ..	26 6	6 6	3 4	3	3	Nazaire Simoneau, Lake Kiskisink, Que.
83,159	Kismet.....	Belleville ..	1894	Belleville, Ont.....	" ..	36 4	7 2	3 0	5	4	E. B. Burrell, Belleville, Ont.
100,098	Kitty J.....	St. John, N.B.....	1889	Baldwinsville, N.Y., U.S.A.	" ..	27 5	5 8	1 8	1	1	F. Burton, Benton, N.B.
107,200	Klondike.....	Winnipeg.....	1896	Prince Albert, N.W.T.	" ..	42 6	8 8	3 8	8	4	J. McK. Smith, Prince Albert, N.W.T.
103,928	Klondike.....	Peterborough.....	1898	Peterborough, Ont.....	" ..	25 0	5 0	3 0	2	1	E. W. Jenkins, Magnetauan, Ont.
103,305	Kokanee .....	New Westminster..	1896	Nelson, B.C ..	Stern wheel—Roue à l'arrière.	142 5	24 8	5 7	348	105	Canadian Pacific Railway Co., Montreal, Que.
103,164	Kootenay.....	Vancouver.....	1897	Nakusp, B.C.....	" ..	183 5	32 6	6 2	117	732	" ..
111,820	Kootenay.....	" ..	1900	Nelson, B.C.....	Screw—A helice ..	43 0	8 0	3 9	8	5	Geo. G. Bushby, Vancouver, B.C.

SESSIONAL PAPER No. 21b

92,596	L. Boyer...	Halifax...	U.S.A.	.....	82 0	17 8	7 4	60	49 The Halifax Tug Boat Co., Ltd., Halifax, N.S.
92,770	L'Ami.....	Quebec.....	1890 Lévis, Que.	.....	38 0	10 7	4 4	16	8 A. Bernier, Lévis, Que.
107,382	L'Ami.....	Ottawa.....	1898 Ottawa, Ont.	.....	36 0	6 2	2 4	2	2 E. Chateauvert, <i>et al.</i> , Ottawa, Ont.
78,031	La Belle.....	Chatham, Ont.	1879 Belle River, Ont.	.....	72 0	20 4	5 9	75	58 H. A. Hackett, Amherstburg, Ont.
82,778	La Canadienne...	Ottawa.....	1880 Port Glasgow, G.B.	.....	154 3	22 7	10 9	372	227 The Minister of Marine and Fish- eries, Ottawa, Ont.
107,866	La France.....	Dawson.....	1902 Lower Labarge, Y.T.	.....	99 8	19 4	3 4	201	169 R. W. Calderhead, Dawson, Y.T.
59,478	La Have.....	Lunenburg.....	1871 Yarmouth, N.S.	.....	58 0	15 0	7 0	49	34 A. A. Webber, Dartmouth, N.S.
90,884	La Tour.....	Yarmouth.....	1888 " "	.....	97 3	20 7	7 8	154	99 Hugh B. Cann, Yarmouth, N.S.
100,765	Ladas.....	Toronto.....	1894 Cache Bay, Ont.	.....	73 0	15 0	7 0	54	37 Victoria Harbour Lumber Co., Ltd., Toronto, Ont.
61,443	Lady Dufferin...	Chatham, N.B.	1874 Miramichi, N.B.	.....	79 5	18 0	4 8	47	29 Joseph A. Russel, Vancouver, B.C.
80,907	Lady Eberth.....	Owen Sound.....	1880 Hanover, Ont.	.....	36 6	6 8	3 0	3	2 John Eberth, Hanover, Ont.
74,027	Lady Ellen.....	Winnipeg.....	1877 Toronto, Ont.	.....	46 0	11 5	5 0	19	13 Hugh Armstrong, Selkirk, Man.
77,863	Lady Forrest.....	Quebec.....	1878 Quebec, Que.	.....	31 0	8 5	3 6	6	4 Godfrey Charles Lomer, Mon- treal, Que.
111,913	Lady Franklin...	Toronto.....	1901 Sparrow Lake, Ont.	.....	36 0	7 6	2 8	5	4 Thos. Stanton, Sparrow Lake, Ont.
78,142	Lady Glover...	Port Medway...	1877 Preston, G.B.	.....	113 0	18 5	10 5	138	94 S. M. Brookfield, Halifax, N.S.
77,911	Lady Ida.....	Port Hope.....	1878 Lindsay, Ont.	.....	54 0	11 9	2 5	28	17 John Eldridge, Onemee, Ont.
107,498	Lady Laurier...	Quebec.....	1898 Quebec, Que.	.....	22 0	5 5	2 5	2	2 P. Rousseau, Quebec, Que.
100,790	Lady Smith.....	Toronto.....	1893 Barrie, Ont.	.....	40 0	7 0	2 7	6	4 Charles C. Pilkey, Orillia, Ont.
100,289	Lady of the Lake..	Peterborough..	1897 Bridgenorth, Ont.	.....	60 0	10 5	3 6	33	19 W. B. Kelly, Bridgenorth, Ont.
80,846	Lady of the Lake..	Halifax.....	1880 Porter's Lake, N.S.	.....	33 5	8 4	4 0	5	3 John A. McCallum, Windsor, N.S.
90,576	Lady of the Lake..	Toronto.....	1886 Bala, Ont.	.....	49 6	8 4	4 6	10	7 A. T. Lowe, Bala, Ont.
72,683	Lady of the Lake..	Victoria.....	1878 Dease Lake, Cassiar, B.C.	.....	60 0	10 2	5 0	21	13 J. McKenzie, Cassiar, B.C.
.....	Lady of the Lake..	Montreal.....	1867 Magog, Que.	.....	152 6	25 6	8 9	607	369 F. A. McKinnon, Montreal, Que.
112,140	Lady of the Lake..	Kingston.....	1902 Kingston, Ont.	.....	41 8	8 0	3 6	7	4 Chas. J. Gibson, Toronto, Ont.
111,854	Lady of the Lake..	Owen Sound.....	1902 Thornbury, Ont.	.....	70 0	14 6	5 8	47	25 Frank Henman, M.O., Thornbury, Ont.



## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Constructé.	Where Built. Lieu de construction.	How propelled. Mode de propulsion.	Register Dimensions. Dimensions.				Tonnage	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.	
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.			
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.				
103,661	Lady of the Lake.	Winnipeg.	1897	Selkirk, Man.	Screw—A hélice	105 0	18 5	8 9	201	155	Northern Fish Co., Ltd., Winnipeg, Man.	
83,373	Lake Joseph	Toronto.	1880	Gravenhurst, Ont.	"	52 0	10 3	4 0	28	19	The Muskoka & Nipissing Nav. Co., Gravenhurst, Ont.	
88,537	Lake Michigan.	Hamilton	1872	St. Catharines, Ont.	"	136 0	23 9	11 5	588	360	R. O. Mackay, M.O., Hamilton, Ont.	
90,778	Lakeside.	Windsor, Ont.	1888	Windsor, Ont.	"	121 0	26 0	9 3	348	220	Lakeside Navigation Co., Ltd., Walkerville, Ont.	
88,629	Lansdowne.	"	1884	Wyandotte, Mich., U.S.A	Wheels—A roues.	294 0	41 3	0	1571	908	Grand Trunk Railway Co., Montreal, Que.	
90,604	Lansdowne.	Ottawa.	1884	Maccan, N.S.	Screw—A hélice	188 6	32 1	15 8	680	463	The Minister of Marine and Fisheries, Ottawa, Ont.	
103,107	Laprarie.	Montreal	1869 1894	Montreal, Que. Sorel	Wheels—A roues.	197 3	28 0	8 2	600	372	Montreal Safe Deposit Co. Montreal, Que.	
107,692	Lapwing.	Victoria.	1898	Victoria, B.C.	Screw—A hélice	78 9	22 0	6 0	151	98	John C. Foote, Victoria, B.C.	
112,242	Lara.	Vancouver.	1902	Vancouver, B.C.	"	29 2	8 0	3 2	8	5	Ed. Laplante, Vancouver, B.C.	
103,831	Lardeau	New Westminster.	1896	Lardeau, B.C.	"	42 2	8 8	4 6	10	7	Fred Robertson Lumber Co., Ltd., Revelstoke, B.C.	
85,531	Laura	Chatham, N.B.	1883	Yarmouth, N.S.	"	53 3	10 5	4 9	14	8	John C. Miller, Derby, N.B.	
107,171	Laura Grace.	Port Arthur	1901	Collingwood, Ont.	"	76 0	16 6	11 0	86	58	The Lake Superior Tug Co., Ltd., Port Arthur, Ont.	
94,768	Laura M.	Owen Sound	1894	Meaford, Ont.	"	44 0	10 3	4 6	18	12	John McRae, Meaford, Ont.	
107,878	Laura Mc	Lindsay	1900	Lindsay, Ont.	"	26 0	6 2	2 6	2	2	Thomas McConnell, Lindsay, Ont.	

## SESSIONAL PAPER No. 21b

103,093	Laurier	Montreal	{ 1893 Soré, Que. 1899 Montreal, Que. }	"	59 8	16 7	4 0	19	13 Mrs. Elizabeth Brulé, Soré, Que.
103,356	Le Brochu	Quebec	"	"	51 5	11 7	6 0	19	13 R. M. Blais, Cedar Hall, Que.
103,147	Le Colon	"	1894 Cedar Hall, Que.	Wheels—A roues	78 8	23 8	4 4	173	109 E. F. Wirtelé, Quebec, Que.
103,141	Lea	"	1894 Roberval, Que.	Screw—A hélice	42 6	9 8	3 4	12	8 J. Aré, Three Rivers, Que.
100,882	Leader	St. John, N.B.	1893 Three Rivers, Que.	"	56 6	13 0	6 0	29	20 R. W. Williams, St. John, N.B.
100,926	Leclair	Ottawa	1894 St. John, N.B.	"	16 8	5 6	2 2	1	1 F. Leclair, Ottawa, Ont.
100,049	Lee	Brockville	1885 Ottawa, Ont.	"	46 0	9 3	4 1	9	7 J. McGraw, Brockville, Ont.
111,455	Lemoine	Winnipeg	1897 Kingston, Ont.	"	30 2	9 3	3 2	5	4 Minister Public Works, Ottawa, Ont.
107,842	Lena	Port Rowan	1898 McArthur's Landing, Man.	"	45 0	11 5	5 3	20	8 H. Sibble and G. Jones, Port Maitland, Ont.
103,243	Lena	Montreal	1898 St. Williams, Ont.	"	48 3	14 2	4 3	22	15 G. H. Flint, Montreal, Que.
88,453	Lennox	Arichat	1881 Lake Mégantic, Que.	"	61 0	17 8	7 5	66	42 John Murchison, Grand River, N.S.
190,816	Lenore	Port Hope	1887 Dartmouth, N.S.	Wheels—A roues	39 0	7 3	3 5	6	4 H. Dennis, Cobourg, Ont.
103,707	Lenore	Halifax	1887 Cobourg, Ont.	Screw—A hélice	44 0	11 0	5 0	15	5 J. W. Smith, West Quoddy, N.S.
107,893	Leo	Montreal	1897 Yarmouth, N.S.	"	34 9	7 4	3 0	2	1 W. W. Cooke, Grenville, Que.
100,928	Leon	Ottawa	1896 Montreal, Que.	"	44 7	10 3	3 6	15	12 L. Cyr, High Falls, Que.
107,738	Leone	Kingston	1893 High Falls, Que.	"	37 4	7 0	2 9	4	3 Frederick Huck, Rockport, Ont.
80,903	Leonora	Vancouver	1899 Rockport, Ont.	"	57 0	9 0	5 3	33	18 G. T. Legg, Vancouver, B.C.
88,526	Lewis	Hamilton	1876 Vancouver, B.C.	"	24 6	6 3	2 0	1	1 John Bradley, Dundas, Ont.
75,638	Lewis Shickluna	St. Catharines	1887 Hamilton, Ont.	"	45 4	11 0	5 7	16	11 Jas. Murray, St. Catharines, Ont.
107,813	Libbie	Peterborough	1878 St. Catharines, Ont.	"	28 5	5 8	2 4	3	2 Wellington McDonald, Lakefield, Ont.
107,156	Lightning	Vancouver	1898 Lakefield, Ont.	"	140 0	30 0	5 0	557	351 Edward M. Sullivan, Dawson, Y. T.
111,869	Liliass	Ottawa	1898 Vancouver, B.C.	Wheels—A roues	36 0	8 0	3 5	2	2 Thos. F. Ahearn, Ottawa, Ont.
94,767	Lillian	Owen Sound	1902 Ottawa, Ont.	Screw—A hélice	30 0	7 1	3 6	5	4 Western Bank of Canada, Midland, Ont.
103,847	Lillian	Ottawa	1893 Owen Sound, Ont.	"	26 2	6 3	2 6	2	1 S. G. Lindsay, Ottawa, Ont.
103,635	Lillian B.	"	1896 Ottawa, Ont.	"	39 6	7 3	2 8	4	3 P. P. Salter, Carleton Place, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Gross. Brut.	Register. Regist.	Register. Regist.	
						Ft. 10ths	Ft. 10ths	Ft. 10ths				
88,238	Lillie	Brockville	1888	Brockville, Ont.	Screw—A hélice	32 2	6 6	2 9	3	2	A. Ferguson, Escott, Ont.	
85,543	Lillie	Chatham, N.B.	1883	Yarmouth, N.S.	"	64 9	17 1	7 8	72	49	Robert C. Elkin, M.O., St. John, N.B.	
88,521	Lillie	Hamilton	1885	Hamilton, Ont.	"	70 0	14 0	5 0	50	34	S. J. Sandford, M.O., Barrie, Ont.	
97,131	Lillie H	Quebec	1891	Quebec, Que.	"	43 1	12 5	5 0	19	7	A. Fraser, Cabano, Que.	
94,911	Lillie Smith	Saugen	1888	Saugen, Ont.	"	130 0	26 0	9 4	275	187	George E. Smith, Southampton, Ont.	
103,219	Lillie of the Valley	Ottawa	1891	Deux-Rivières, Ont.	"	33 1	7 7	2 5	2	2	P. Sage, Mackey's Station, Ont.	
94,985	Lilly	Toronto	1890	Oakville, Ont.	"	50 0	13 3	3 2	22	15	The Victoria Harbour Lumber Co., Ltd., Toronto, Ont.	
107,198	Lilly	Winnipeg	1897	Rat Portage, Ont.	"	23 0	5 5	2 9	2	1	Wm. Robertson, Rat Portage, Ont.	
80,020	Lilly Glasier	St. John, N.B.	1880	Indianatown, N.B.	Wheels—A roues	123 9	24 4	7 2	209	132	Parker Glasier, Lincoln, Sunbury Co., N.B.	
103,574	Lilly May	Collingwood	1895	North River, Ont.	Screw—A hélice	32 0	9 0	5 2	10	7	Henry S. Cane, Newmarket, Ont.	
107,255	Lily	New Westminster	1898	New Westminster, B.C.	"	32 0	6 8	3 0	9	6	R. S. Johnson, New Westminster, B.C.	
111,545	Lily	Vancouver	1900	Vancouver, B.C.	"	29 0	9 7	4 0	7	5	John J. Vickers, Vancouver, B.C.	
103,277	Lina	Chatham, N.B.	1894	Chatham, N.B.	"	53 2	11 7	5 8	26	18	Robert Loggie, M.O., Black Brook, N.B.	
92,735	Lincoln	Toronto	1888	Hamilton, Ont.	"	130 0	25 2	9 0	337	219	Albert G. Knowles, Sault Ste. Marie, Ont.	



## SESSIONAL PAPER No. 21b

112,183	Linden.	"	1902	Magnetawan, Ont.	"	40 0	6 0	2 6	4	3	Henry Walton, Magnetawan, Ont.
112,187	Lion.	"	1902	Dunchurch, Ont.	"	31 5	7 3	2 7	5	3	Albert McCallum, Toronto, Ont.
74,342	Lion.	Port Hawkesbury	1876	Pictou, N.S.	"	49 5	13 3	5 1	20	13	George C. Read, Oxford, N.S.
100,250	Lion.	Halifax	1888	Halifax, N.S.	"	47 4	15 6	5 0	27	18	Lewis Hefler, Halifax, N.S.
111,459	Little Bobs.	Winnipeg.	1902	Selkirk, Man.	"	38 0	9 2	3 5	13	9	Dominion Fish Co., Ltd., Winnipeg, Man.
92,758	Little Emely.	Quebec	1889	Quebec, Que.	"	28 0	8 0	3 2	6	4	Louis Gagnon, Pentecost River, Que.
85,474	Little Gan.	Port Dover	1886	Simcoe, Ont.	"	24 4	6 5	2 3	2	2	Henry Groff, Simcoe, Ont.
103,849	Little Roxy.	Ottawa	1896	Baie des Pères, Que.	"	41 7	8 3	3 0	12	7	M. Rothechilds, Baie des Pères, Que.
83,076	Lizzie.	"	1881	Sand Point, Ont.	"	37 0	5 8	2 4	2	1	D. K. Cowley, Renfrew, Ont.
103,223	Lizzie.	"	1885	Kingston, Ont.	"	23 3	4 4	2 0	1	1	J. Gillies, Carleton Place, Ont.
107,131	Lizzie May.	Goderich	1897	Goderich, Ont.	"	55 0	12 1	4 8	18	12	Jas. Clark, Goderich, Ont.
111,505	Llano.	Toronto	1900	Toronto, Ont.	"	53 0	8 0	3 8	14	9	Elmore Harris, Toronto, Ont.
94,927	Lloyd S. Porter.	Pictou, Ont.	1893	Port Huron, Mich., U.S.A.	"	159 7	29 5	10 0	489	379	Arthur W. Hepburn, Pictou, Ont.
100,198	Logger.	Vancouver.	1891	Vancouver, B.C.	"	44 0	14 0	3 9	19	13	Lawrence O'Brien, Vancouver, B.C.
100,200	Lois.	"	1891	"	"	48 0	13 5	5 8	25	17	J. A. Cates, Vancouver, B.C.
92,437	Longford.	Toronto	1887	Orillia, Ont.	"	80 0	16 0	6 4	53	36	Wm. Thompson, Orillia, Ont.
90,531	Longueuil.	Montreal.	{ 1884 Montreal, Que. 1890 Sorel "	Wheels—A rones.	170 1	57 5	9 1	379	231	The Montreal Safe Deposit Co., Montreal, Que.	
111,501	Lord Roberts.	St. John, N.B.	1900	St. John, N.B.	Screw—A hélice	61 0	16 5	7 6	56	38	John E. Moore, St. John, N.B.
96,049	Lord Stanley.	Ottawa	1889	Meadowside, G.B.	"	140 0	24 1	11 3	276	86	Minister of Marine and Fisheries, Ottawa, Ont.
99,478	Lord Strathcona.	Quebec	1902	South Shields, G.B.	"	100 0	27 2	13 6	495	76	J. L. Davies, Lévis, Que.
107,940	Lorelei.	New Westminster.	1898	Skagway, Alaska, U.S.A.	Stern wheel—Roue à l'arrière.	49 6	10 0	3 1	32	20	John Leech, Dawson, Y.T.
111,874	Loretta.	Yarmouth	1902	Tusket, N.S.	Screw—A hélice	43 0	10 3	4 3	12	8	Hilaire Le Blanc, Tusket Wedge, N.S.
107,816	Lorielle.	Peterborough.	1899	Lakefield, Ont.	"	38 2	7 7	2 9	6	4	Melville Strickland, Lakefield, Ont.
100,758	Lorna Doone.	Toronto	1893	Orillia, Ont.	"	36 0	8 0	4 2	5	4	H. Pellatt, Toronto, Ont.
103,576	Lorna Doone.	Collingwood	1896	Parry Sound, Ont.	"	42 0	8 0	8 0	25	18	Mrs. Carrie E. Pratt, Parry Sound, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Gross. Brut.	Registered. Enregistré.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths				
78,041	Lorne	Quebec	1879	Derby, N.B.	Screw—A helice	43 0	6 8	3 1	6	4	Charles King, Quebec, Que.	
94,809	Lorne	Victoria	1889	Victoria, B.C.	"	151 0	26 0	13 2	288	159	Jas. Dunsmuir, Victoria, B.C.	
103,884	Lorne Hall	Ottawa	1895	Cook's Mills, Ont.	Wheels—A roues	37 0	16 0	3 6	14	9	J. R. Booth and Thos. Hall, Jr., Ottawa, Ont.	
71,179	Lothair	Port Hope	1872	St. Catharines, Ont.	Screw—A helice	129 8	23 1	11 7	413	281	J. C. Miller, Parry Sound, Ont.	
103,659	Lotta S.	Winnipeg	1896	Rat Portage, Ont.	"	56 0	13 0	5 9	48	33	Northwest Fish Co., Winnipeg, Man.	
83,453	Lottie	Victoria	1883	Victoria, B.C.	"	51 0	12 5	5 5	29	11	Mrs. Jessie McLellan, Vancouver, B.C.	
90,648	Lottie	Ottawa	1885	Aylmer, Que.	"	40 0	8 4	4 6	10	9	Canadian Pacific Railway Co., Montreal, Que.	
111,547	Lottie N.	Vancouver	1900	Irving, B.C.	"	58 0	14 0	7 7	34	14	Frank Irving, Skeena River, B.C.	
107,540	Lotus	St. John, N.B.	1890	St. John, N.B.	"	34 0	7 0	3 5	4	3	F. Tapley, St. John, N.B.	
116,311	Lotus	Amherstburg	1884 1901	Standerville, U.S.A.	"	42 0	8 0	4 0	5	28	Wm. Berry, Port Stanley, Ont.	
100,126	Louisa	Wallaceburg	1902	Wallaceburg, Ont.	"	55 0	9 0	5 4	13	9	John Lee, Sr., Wallaceburg, Ont.	
75,939	Louisa	St. Catharines	1875	Port Dalhousie, Ont.	"	26 6	6 6	3 3	6	5	C. Cottrell, Sault Ste. Marie, Ont.	
83,562	Louisburg	Montreal	1881	Sunderland, G.B.	"	260 0	36 0	18 5	1816	1182	The Dominion Coal Co., Ltd., Montreal, Que.	
103,447	Louise	Ottawa	1887	Carleton Place, Ont.	"	25 2	5 0	2 6	1	1	J. E. Turgeon, Ottawa, Ont.	

## SESSIONAL PAPER No. 21b

107,420	Louise.....	Montreal.....	1899	New York, N.Y., U.S.A.	"	.....	18	7	4	9	2	1	1	Walter Kavanagh, Montreal, Que.
80,947	Loyalist.....	Chatham, N.B.....	1882	Chatham, N.B.....	Wheels—A roues...	62	2	11	2	4	4	4	18	Thos. W. Flett, M.O., Nelson, B.C.
85,581	Loyalist.....	St. John, N.B.....	1882	Portland, N.B.....	Screw—A hélice.....	27	5	6	0	3	6	3	2	Thos. Miller, St. John, N.B.
103,969	Lucia.....	Montreal.....	1898	Sorel, Que.....	"	66	7	15	1	7	1	41	28	Sincennes McNaughton Line, Ltd., Montreal, Que.
75,528	Lucie.....	"	1877	"	Wheels—A roues...	49	0	12	3	3	5	24	17	Joseph Duval, Nicolet, Que.
80,591	Luella.....	Toronto.....	1880	Toronto, Ont.....	Screw—A hélice.....	66	0	13	3	6	0	38	26	The Toronto Ferry Co., Ltd., Toronto, Ont.
112,000	Lula M. Ray.....	Port Arthur.....	1888	Luddington, Mich., U.S.A.	"	56	0	12	0	6	0	33	25	Jas. Whalen, Port Arthur, Ont.
100,166	Lunenbourg.....	Lunenbourg.....	1891	Malone Bay N.S.	"	124	9	23	5	12	5	266	113	R. J. Leslie and G. C. Hart, J.O., Halifax, N.S.
90,780	Larline.....	Windsor, Ont.....	1888	Windsor, Ont.....	"	78	8	16	3	7	8	66	40	J. H. Walker, Walkerville, Ont.
100,229	Larline.....	Halifax.....	1893	New York, U.S.A.....	"	21	0	5	4	3	2	2	1	F. D. Corbett, Halifax, N.S.
96,845	Luther Westover.....	Sarnia.....	1877	Bay City, Mich, U.S.A.	Wheels—A roues.....	112	8	19	0	6	3	127	80	Bontelle Towing & Wrecking Co., Ltd., Sarnia, Ont.
107,884	Lyon C.....	Montreal.....	1900	Montreal, Que.....	Screw—A hélice.....	55	5	10	9	5	3	19	13	Mrs. Elizabeth Brûlé, Sorel, Ont.
94,905	Lytton.....	New Westminster.....	1890	Revelstoke, B.C.....	Stem wheel—Roue à Parrière.	131	0	25	5	4	8	452	285	Canadian Pacific Railway Co., Montreal, Que.
103,137	M. E. Hackett.....	Quebec.....	1894	Quebec, Que.....	Screw—A hélice.....	70	2	18	8	7	4	78	53	W. Hackett, Quebec, Que.
103,571	M. G. McDonald.....	Collingwood.....	1895	Collingwood, Ont.....	"	58	0	13	0	6	0	29	20	J. P. McDonald, Blind River, Ont.
77,598	M. P. Davis.....	Montreal.....	1879	Lachine, Que.....	"	40	5	10	7	5	3	11	8	The Harbour Commissioners, Montreal, Que.
.....	M. T. Co. (No. 1).....	"	1871	Montreal, Que.....	"	84	2	24	5	8	1	148	41	Montreal Transportation Co., Montreal, Que.
92,434	Mabel.....	Toronto.....	1886	Penetanguishene, Ont.....	"	39	0	10	4	3	6	11	8	R. Miller and J. Miller, J.O., Ingersoll, Ont.
100,044	Mabel C.....	Brockville.....	1893	Brockville, Ont.....	"	25	0	6	2	3	6	4	3	Minister of Interior, Ottawa, Ont.
107,259	Mabel F.....	New Westminster.....	1898	Linderman, B.C.....	"	40	0	10	0	4	0	10	7	E. G. Tennant, Atlin, B.C.
107,365	Mabel G.....	Toronto.....	1898	Penetanguishene, Ont.....	"	36	0	8	3	3	6	10	8	Wm. McM. Thomson, Penetanguishene, Ont.
103,787	Mabel K.....	Shelburne.....	1898	Lockeport, N.S.....	"	41	9	11	0	5	3	15	10	Chas. E. Smith, Sambro, N.S.
107,195	Mabel M.....	Sangreen.....	1901	Port Elgin, Ont.....	"	39	0	7	0	3	6	7	5	Andrew Campbell, Port Elgin, Ont.



## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Registered. Enregistré.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths				
100,037	Mabel Macdonald.	Toronto	1891	Toronto, Ont.	Screw—A hélice	64 0	14 3	7 8	42	28	Alexander Manning and R. Macdonald, J. O., Toronto, Ont.	
107,445	Mable.	Vancouver	1898	Vancouver, B.C.	"	31 6	8 8	3 4	5	4	Henry Rieft, Vancouver, B.C.	
103,974	Macannanac	Quebec	1891	Carleton Place, Ont.	"	30 2	6 6	3 1	4	4	Megantic Fish & Game Club, Agnes, Que.	
93,932	Macassa	Hamilton	1888	Port Glasgow, G.B.	"	154 4	24 1	16 3	459	164	Hamilton Steamboat Co., Ltd., Hamilton, Ont.	
111,940	McClintock	Lindsay	1894	Simcoe, Ont.	Wheels—A roues	36 8	10 5	3 9	21	13	R. C. Carter, M. O., Deseronto, Ont.	
111,568	McLean Bros.	Toronto	1900	Goderich, Ont	Screw—A hélice	22 3	5 0	2 1	2	1	Frank H. McLean, Stratford, Ont.	
88,321	McNaughton	Montreal	1886	Lévis, Que	"	92 0	18 4	8 4	137	37	Simcoines McNaughton Line, Ltd., Montreal, Que.	
100,424	Madawaska.	Ottawa	1893	Arnprior, Ont.	"	37 0	15 0	3 0	15	7	H. F. McLachlin and Claude McLachlin, J. O., Arnprior, Ont.	
103,813	Madge	Belleville	1898	Belleville, Ont.	"	36 8	7 5	4 0	9	6	P. C. Jones, Belleville, Ont.	
74,377	Maggie	St. Catharines	1873	Buffalo, N. Y., U.S.A.	"	62 0	16 0	6 2	37	26	Edward Armstrong, Port Colborne, Ont.	
100,160	Maggie.	Lunenburg	1891	Lunenburg, N.S.	"	47 0	11 8	5 2	19	13	G. W. Naas, Lunenburg, N.S.	
75,646	Maggie A. Bennett	St. Catharines	1880	Port Robinson, Ont.	"	56 0	14 6	7 3	34	12	Robt. Ross, Port Robinson, Ont.	
71,192	Maggie Bell	Quebec	1874	Hull, Que	Wheels—A roues	133 0	24 0	7 5	261	118	J. T. Ross, Quebec, Que.	
94,752	Maggie M.	St. John, N.B.	1888	Portland, N.B.	Screw—A hélice	68 3	16 3	8 7	66	45	Wm. H. Mowery, St. John, N.B.	

## SESSIONAL PAPER No. 21b

85,329	Maggie McLean...	Owen Sound...	1886	Sauble Mills, Ont.	"	69 0	14 0	6 6	371	25	French River Boon Co., Essex, Ont.
83,387	Maggie Mason...	Toronto	1882	Toronto, Ont.	"	53 0	17 0	5 4	56	38	O. Matthews and A. Matthews, J. O., St. Catharines, Ont.
96,908	Maggie May...	Kingston...	1891	Washburne, Ont.	"	51 7	13 2	5 4	29	20	Thos. Weir, Chatham, Ont.
94,683	Maggie May...	Collingwood...	1889	Meaford, Ont.	"	58 0	14 0	6 0	46	31	Wm. Farr, jr., Parry Sound, Ont.
100,086	Maggie Miller...	St. John, N.B.	1892	Milledgeville, N.B.	Wheels—A routes...	78 5	24 0	5 7	105	66	Robert W. White, St. John, N.B.
90,706	Maggie R. King...	Montreal...	1872	Port Robinson, Ont.	Screw—A hélice	50 0	13 0	6 0	27	18	I. Clement, Montreal, Que.
90,700	Maggie R. Mitchell...	St. Catharines	1873	Port Robinson, Ont.	"	50 0	13 9	7 4	40	27	Mary Jane Matthews, Port Colborne, Ont.
103,167	Magnet...	New Westminster...	1897	"	"	47 0	11 3	5 2	24	16	Annie G. Groll, New Westminster, B.C.
103,690	Magnolia...	Toronto	1898	Midland, Ont.	"	136 0	21 4	13 7	367	191	Jas. Playfair, Midland, Ont.
107,781	Mahigana...	Ottawa...	1899	Pembroke, Ont.	"	60 7	12 2	5 0	20	19	Mary Elizabeth Duggan, Ottawa, Ont.
90,692	Maid of the Mist...	St. Catharines	1885	Niagara Falls, Ont.	"	71 1	16 1	6 6	62	33	Richard Carter, Niagara Falls, Ont.
97,112	Maida...	Collingwood...	1888	Little Current, Ont.	"	29 0	9 0	2 9	3	2	T. J. Bateman, Shesquindah, Ont.
103,925	Maida Vale...	Peterborough...	1902	Hastings, Ont.	"	46 5	9 3	4 0	19	13	Henry G. Buck, Norwood, Ont.
100,804	Maime...	Victoria...	1894	Victoria, B.C.	"	34 4	9 0	4 0	9	6	R. Tennant, Skidegate, B.C.
100,950	Majestic...	Collingwood...	1895	Collingwood, Ont.	"	209 0	35 0	12 6	1578	1073	Northern Navigation Co., of Ontario, Ltd., Collingwood, Ont.
107,203	Majestic...	Winnipeg...	1898	Fort Frances, Ont.	"	82 0	15 6	4 8	135	95	Walter Ross, Rat Portage, Ont.
107,693	Majestic...	Montreal...	1899	Toronto, Ont.	"	110 0	21 9	5 2	275	156	The Majestic S.S. Co., Ltd., Gagetown, N.B.
103,922	Majestic...	Peterborough...	1897	Young's Point, Ont.	"	76 0	15 5	4 0	68	53	P. P. Young, Young's Point, Ont.
103,714	Malcolm Cann...	Yarmouth...	1898	Lockeport, N.S.	"	112 0	20 1	10 8	212	78	H. B. Cann, Yarmouth, N.S.
107,243	Mamie...	New Westminster...	1892	New Westminster, B.C.	"	32 0	6 0	3 0	5	4	A. M. Snider, Vancouver, B.C.
90,807	Manie...	Victoria...	1887	False Creek, Vancouver, B.C.	"	76 0	19 0	7 0	90	61	Victoria Canning Co. of B.C., Ltd., Victoria, B.C.
107,875	Maneta...	Lindsay...	1900	Bobcaygeon, Ont.	"	66 0	13 4	3 8	34	23	Geo. A. Smith, Bobcaygeon, Ont.
116,211	Manicouagan...	Quebec...	1899	Bic, Que.	"	50 2	13 0	5 0	29	19	The Manicouagan & English Bay Export Co., Quebec, Que.
64,946	Manitoba...	"	1871	Quebec, Que.	Wheels—A routes...	115 4	20 6	7 1	356	198	John Kelly, Carillon, Que.
94,879	Manitoba...	Montreal...	1889	Owen Sound, Ont.	Screw—A hélice	303 0	38 1	14 7	2616	1699	Canadian Pacific Railway Co., Montreal, Que.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.	
					Ft. 10ths. Ft. 10ths. Ft. 10ths.					
111,451	Maniton .....	Winnipeg. . . . .	1900 Winnipegosis, Man... .	Screw—A hélice . . . . .	92 0	18 8	6 4	108	59	H. Armstrong, Portage la Prairie, Man.
167,692	Manolia .....	Toronto .....	1898 Toronto, Ont. . . . .	" . . . . .	30 4	8 8	3 9	6	4	S. A. Minnett, Cleveland, Ont.
96,711	Mansfield .....	Ottawa .....	1889 Ottawa, Ont. . . . .	" . . . . .	104 6	31 8	9 0	169	137	Mrs. Anne Mansfield, Ottawa, Ont.
.....	Mauxman .....	Montreal .....	1873 Sorel, Que . . . . .	Wheels—A roues . . . . .	72 5	16 0	4 6	74	47	J. O. Lafrenière, Montreal, Que.
92,687	Maple Leaf .....	Pictou, N.S. . . . .	1891 Pictou, N.S. . . . .	" . . . . .	87 8	21 5	7 0	129	81	G. H. Elliott, Pictou, N.S.
163,679	Maple Leaf. . . . .	Toronto .....	1892 Toronto, Ont. . . . .	Screw—A hélice . . . . .	37 0	7 0	3 0	12	8	S. Brown, Bracebridge, Ont.
100,033	Maple Leaf .....	" .....	1891 " .....	" . . . . .	38 3	8 4	4 4	7	5	Gardner Boyd, Toronto, Ont.
100,407	Maple Leaf. . . . .	Hamilton .....	1898 Hamilton, Ont. . . . .	" . . . . .	35 0	9 3	6 6	11	7	Robt. J. Larkin, Hamilton, Ont.
71,164	Maple Leaf. . . . .	Peterborough. . . . .	1884 Lindsay, Ont. . . . .	" . . . . .	59 0	12 0	4 2	26	18	The Kennedy & Davis Milling Co., Ltd., Lindsay, Ont.
167,210	Maple Leaf. . . . .	Winnipeg. . . . .	1899 Rat Portage, Ont. . . . .	" . . . . .	69 0	16 5	6 2	82	56	The Rainy River Navigation Co., Ltd., Rat Portage, Ont.
167,697	Margherita .....	Toronto .....	1899 Midland, Ont. . . . .	" . . . . .	57 0	10 5	6 8	31	15	James Playfair, Midland, Ont.
94,848	Marguerite. . . . .	Windsor, Ont. . . . .	1879 Detroit, Mich., U.S.A. . . . .	" . . . . .	35 2	8 1	3 5	8	5	John Anderson, Windsor, Ont.
92,510	Marguerite. . . . .	St. Andrews .....	1877 Newbury, N.Y., U.S.A. . . . .	" . . . . .	44 4	11 7	7 0	20	12	Benj. F. DeWolf, St. Andrews, N.B.
112,927	Maria .....	Quebec. . . . .	1901 Portneuf, Que . . . . .	" . . . . .	49 2	13 6	4 8	31	21	J. A. Lemay, Portneuf, Que.



## SESSIONAL PAPER No. 21b

66,045	Marie.....	1872	Sorel, Que.....	"	..	72	1	15	5	3	3	31	21	H. Brulé, Sorel, Que.
103,573	Marie.....	1895	Collingwood.....	"	.....	42	0	10	0	5	6	12	8	J. Galna, Parry Sound, Ont.
103,816	Marie.....	1895	Belleville.....	"	.....	34	7	7	0	3	6	3	2	Wm. Black, Belleville, Ont.
111,498	Marie Alma .....	1900	Quebec.....	"	.....	64	0	14	2	5	0	52	36	Joseph Derry, Roberval, Que.
100,358	Marie Josephine.....	1891	"	"	.....	88	4	22	8	8	2	117	80	A. Gagnon, Quebec, Que.
92,754	Marie Louise.....	1889	"	"	.....	93	6	17	6	5	9	99	63	Casapedia Pulp & Lumber Co., Quebec, Que.
111,627	Marie Louise.....	1896	"	"	.....	37	7	7	6	3	7	6	5	Joseph Veilleux, Alma Ville, Shawenegan Falls, Que.
107,876	Marie Louise.....	1900	Lindsay.....	"	.....	51	7	14	8	5	2	32	15	Jos. Briggs Parkin, Lindsay, Ont.
103,935	Marietta.....	1897	Chatham, N.B.....	"	.....	44	6	9	3	3	9	7	5	Jos. L. Phillips, Mira Gut, N.S.
85,532	Marina.....	1883	Yarmouth.....	"	.....	66	0	14	7	5	8	32	16	H. B. Cann, Yarmouth, N.S.
85,657	Marion.....	1876	Halifax.....	"	.....	142	4	26	5	8	0	478	269	Bras d'Or Steamboat Co., Ltd., North Sydney, N.S.
94,801	Marion.....	1888	Victoria.....	"	.....	61	0	10	0	3	6	15	9	F. P. Armstrong, Golden, B.C.
100,291	Marion.....	1890	Pictou, N.S.....	"	.....	47	0	8	5	4	0	12	8	Thos. Rod. Powell, Fisher's Grant, N.S.
107,248	Marjorie.....	1898	Dawson.....	"	.....	36	5	8	3	3	0	20	12	H. C. Lisle, Dawson, Y.T.
111,873	Markland.....	1902	Yarmouth.....	"	.....	47	0	12	6	5	0	22	15	A. B. Crosby, Yarmouth, N.S.
83,160	Marmora.....	1896	Belleville.....	"	.....	35	0	8	8	4	5	13	9	Geo. B. Blocker, Marmora, Ont.
88,488	Marquis.....	1882	Winnipeg.....	"	.....	201	0	33	5	5	3	754	475	Winnipeg & Western Transportation Co., Ltd., Winnipeg, Man.
71,173	Marquis of Lorne.....	1874	Ottawa.....	"	.....	54	6	10	1	5	3	20	11	T. G. Brigham, Ottawa, Ont.
100,871	Martello.....	1893	St. John, N.B.....	"	.....	51	5	13	0	6	0	34	23	J. F. Bridges, Gagetown, N.B.
111,768	Martha.....	1902	Kingston.....	"	.....	28	6	6	7	2	8	2	2	Mrs. Martha Wessels, Kingston, Ont.
71,214	Mary.....	1874	Sarnia.....	"	.....	64	5	16	2	7	0	62	28	P. Larkin, St. Catharines, Ont.
100,931	Mary.....	.....	Ottawa.....	"	.....	22	5	5	3	2	6	2	2	J. Stewart McCracken, Ottawa, Ont.
61,154	Mary A. Laughlin.....	1871	Toronto.....	"	.....	48	0	10	5	5	0	23	12	Alex. Manning and Rudolphe Macdonald, J.O., Toronto, Ont.
77,550	Mary Ann.....	1880	Pictou, N.S.....	"	.....	50	5	12	3	6	7	25	17	O. Smith, Richibucto, N.B.
92,647	Mary Arnott.....	1886	Wallaceburg.....	"	.....	31	0	10	0	3	2	8	6	D. Lowery, Brantford, Ont.

2-3 EDWARD VII., A. 1903

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
71,113	Mary Beck.	Collingwood	1876	Penetanguishene, Ont.	Screw—A hélice	48 0	10 4	5 2	16	11	John Gidley, Penetanguishene, Ont.	
	Mary Ellen.	Port Hope	1868	Lindsay, Ont.	Wheels—A roues	55 1	13 6	3 1	81	51	William Needler, Lindsay, Ont.	
103,821	Mary Ellen.	Cornwall	1896	Cornwall, Ont	Screw—A hélice	57 4	13 4	8 8	20	14	J. Jessamin and M. Jessamin, Cornwall, Ont.	
72,966	Mary Ethel.	Pictou, Ont.	1879	Trenton, Ont.	Wheels—A roues	93 0	15 0	5 4	99	56	Trenton & Bay of Quinté Nav. Co., Ltd., Trenton, Ont.	
107,839	Mary F. Graff	Victoria	1898	Seattle, Wash., U.S.A.	Stern wheel—Roue à l'arrière.	177 6	35 7	6 0	864	544	The British Yukon Navigation Co., Ltd., Victoria, B.C.	
88,491	Mary Hatch	Winnipeg	1881	Rat Portage, Ont.	Screw—A hélice	107 6	20 0	6 8	121	82	The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.	
85,523	Mary Louise.	Toronto	1884	Franklin, Ont.	"	68 0	15 6	6 6	64	43	Geo. F. Marsh, Huntsville, Ont.	
90,740	Mary Odell	Chatham, N.B.	1881	Bristol, Me., U.S.A.	"	55 8	12 7	6 0	29	20	F. P. Loggie, M.O., Chatham, N. B.	
97,019	Mary R.	St. Catharines	1897	Port Colborne, Ont.	"	47 3	16 0	9 6	44	30	David McLeod, Port Colborne, Ont.	
92,415	Mascott	Chatham, N.B.	1888	Chatham, N.B.	"	69 1	19 0	8 4	71	48	Wm. Richards & Co., Ltd., Cha- tham, N.B.	
94,764	Mascott.	Owen Sound	1890	Meaford, Ont.	"	52 9	12 5	4 9	21	14	James Pilgrim, Meaford, Ont.	
90,572	Mascotte	Toronto	1886	Toronto, Ont.	"	70 0	13 8	3 0	49	33	The Toronto Ferry Co., Ltd., Toronto, Ont.	
103,549	Mascotte.	Lunenburg	1896	Dartmouth, N.S.	"	64 2	14 6	6 0	35	24	C. W. Naas, Lunenburg, N.S.	
100,386	Masonic	Hamilton	1893	Hamilton, Ont.	"	58 4	10 6	3 9	39	26	Penetanguishene Navigation Co., Ltd., Penetanguishene, Ont.	

## SESSIONAL PAPER No. 21b

103,569	Massawippi.	Montreal.	1895	North Hatley, Que.	"	....	40 0	7 6	3 4	4	3 Jos. J. Sampson, North Hatley, Que.
107,416	Mathilda	"	1899	Sorel, Que.	"	....	72 0	20 1	10 4	114	69 Sincennes McNaughton Line, Ltd., Montreal, Que.
73,947	Mattawan.	Ottawa	1876	Portsmouth, Ont.	"	....	50 0	10 4	3 2	22	15 Canadian Pacific Railway Co., Montreal, Que.
69,615	Maud	Quebec	1874	New Liverpool, Que.	Wheels—A routes	72 5	15 8	5 7	54	34 P. E. Panneton, Three Rivers, Que.	
92,728	Maud	Toronto	1887	Penetanguishene, Ont.	Screw—A hélice	71 0	12 4	5 6	40	27 David Davidson, Penetanguishene, Ont.	
107,386	Maud.	Ottawa	1898	Grand Rapids, Mich., U. S.A.	"	....	16 0	3 8	1 8	1	1 G. W. Smith, Gatineau Point, Que.
107,172	Maud C.	Port Arthur	1897	Rosport, Ont.	"	....	30 0	9 2	....	5	3 Thos. Craigie, Rosport, Ont.
94,915	Maud L.	Kingston	1888	Sauble River, Ont.	"	....	45 0	10 4	4 0	14	10 Mrs. Naomi Hurley, Kingston, Ont.
94,687	Maud S.	Collingwood	1890	Collingwood, Ont.	"	....	44 0	10 6	4 8	14	11 H. N. Truesdale, Collingwood, Ont.
64,136	Maud	Montreal.	1871	Montreal, Que.	Wheels—A routes	112 4	21 1	7 4	269	144 Ottawa River Navigation Co., Montreal, Que.	
100,131	Maud	Victoria.	1872	San Juan Island, Wash., U.S.A.	Screw—A hélice	113 5	21 0	9 0	175	94 Canadian Pacific Navigation Co., Ltd., Victoria, B.C.	
107,812	Maud Moore.	Wallaceburg	1902	Wallaceburg, Ont.	"	....	60 4	13 5	5 0	19	13 J. Cooper, Chatham, Ont.
107,162	Maxie	Peterborough.	1889	Peterborough, Ont.	"	....	42 0	8 4	3 5	9	6 W. J. Shodgrass, Okanagan Falls, B.C.
107,450	May.	Collingwood	1898	Meaford, Ont.	"	....	44 0	11 2	3 8	16	11 Wm. J. Taylor, Port Maitland, Ont.
107,460	May	Vancouver.	1898	Birkenhead, G.B.	"	....	31 5	7 3	3 8	6	4 Geo. Howe, Union Bay, B.C.
111,667	May	"	1899	Vancouver, B.C.	"	....	29 0	8 7	3 3	8	5 Mrs. M. E. Stevens, Moodyville, B.C.
85,292	May	Montreal	1893	Middleton, Conn., U.S.A.	"	....	56 4	11 4	4 0	21	15 W. D. B. Scott, Montreal, Que.
97,105	May B.	Port Burwell	1881 Buffalo, U.S.A. 1890 Montreal, Que. 1901 Port Burwell, Ont.	"	"	....	44 0	12 2	5 8	21	14 Sincennes McNaughton Line, Ltd., Montreal, Que.
100,751	May Bird	Toronto	1893	Toronto, Ont.	"	....	49 0	10 1	3 6	10	6 C. C. Bates, Clear Creek, Ont.
75,698	May Flower.	Quebec.	1878	Quebec, Que.	"	....	76 0	19 0	3 9	46	32 G. Hastings and S. W. Marchment, J.O., Toronto, Ont.
94,690	May Flower	Collingwood	1890	Port Severn, Ont.	"	....	35 9	9 3	6 0	13	9 P. J. Holden, Quebec, Que.
103,929	May Flower	Peterborough.	1897	Peterborough, Ont.	"	....	49 0	10 0	4 0	26	17 F. Morrua, Waubaushene, Ont.
72,587	May Flower	Kingston	1877	Kemptville, Ont.	"	....	25 5	6 4	3 0	6	4 Elizabeth Donnell, Peterborough, Ont.
90,788	May Queen.	Victoria.	1887	Victoria, B.C.	"	....	50 2	9 3	4 0	29	16 James McLaren, Buckingham, Que.
					"	....	42 2	9 5	4 1	14	9 Victoria Canning Co., Ltd., Victoria, B.C.



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						Dimensions.			Gross. Brut.		
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.			
59,243	May Queen.	St. John, N.B.	1869	Carleton, St. John, N.B.	Wheels—A roues	160 0	24 7	8 4	539	340	May Queen Steamship Co., Ltd., Chipman, N.B.
97,065	May Queen.	Pictou, N.S.	1892	Charlottetown, P.E.I.	Screw—A hélice	53 3	16 0	5 8	36	18 A.	Scott, Pictou, N.S.
107,869	May West.	Dawson	1898	St. Michaels, Ala., U.S.A.	Stern wheel—Roue à l'arrière.	96 0	18 0	3 5	134	67	Comptroller Northwest Mounted Police, Ottawa, Ont.
94,787	Mayflower.	Toronto	1890	Toronto, Ont.	Wheels—A roues	140 2	28 2	6 8	189	119	The Toronto Ferry Co., Ltd., Toronto, Ont.
92,681	Mayflower.	Pictou, N.S.	1875	Montreal, Que.	Screw—A hélice	125 0	23 5	11 0	392	236	C. R. Scoles, New Carlisle, Que.
83,125	Mayflower.	Halifax	1881	Halifax, N.S.	"	48 8	9 8	6 0	18	10	Walter Cavill, Halifax, N.S.
85,521	Mazeppa	Hamilton	1884	Toronto, Ont.	"	101 0	20 0	5 7	146	87	J. H. McLaughlin, Owen Sound, Ont.
90,483	Meadow Flower.	Halifax	1888	Dartmouth, N.S.	"	33 0	9 0	3 5	7	4	E. C. Whitman, Canso, N.S.
100,754	Medora	Toronto	1893	Gravenhurst, Ont.	"	122 6	25 4	8 5	377	256	The Muskoka & Georgian Bay Navigation Co., Ltd., Graven- hurst, Ont.
94,715	Melbourne.	Port Stanley	1893	Montreal, Que.	"	179 6	26 0	11 3	894	540	The Melbourne SS. Co., Ltd., Montreal, Que.
107,868	Melrose.	Dawson	1900	Detroit, Mich., U.S.A.	Stern wheel—Roue à l'arrière.	36 0	6 0	3 0	4	3	Harold Rolph, Dawson, Y.T.
111,917	Menodora	Toronto	1901	Midland, Ont.	Screw—A hélice	67 5	16 0	6 3	73	50	Midland Towing & Wrecking Co., Midland, Ont.
111,590	Mernaïd.	Peterborough.	1901	Millbrook, Ont.	"	32 3	7 3	3 2	11	7	Dr. Henry A. Turner, Millbrook, Ont.
83,116	Mernaïd.	Halifax	1881	Yarmouth, N.S.	"	50 0	11 5	5 0	15	11	Sandy Cove Sea Bathing Co., Halifax, N.S.

## SESSIONAL PAPER No. 21b

88,367	Merrmaid.....	Vancouver.....	1884	Victoria, B.C. ....	"	...	94 0	18 0	4 6	129	87	Thos. Morgau, Nanaimo, B.C.
74,264	Merrimac.....	Sydney.....	1876	Quebec, Que.....	"	...	73 5	17 6	10 0	86	26	Jas. W. Gordon, North Sydney, N.S.
64,945	Mersey .....	Quebec.....	1871	Pointe Lévis, Que.....	"	...	72 0	15 0	8 2	60	34	R. W. Battle, Quebec, Que.
48,178	Messenger .....	" .....	1863	Buffalo, N.Y., U.S.A. ....	"	...	56 0	12 9	6 4	29	18	George H. Tait, Montreal, Que.
107,349	Messenger .....	Yarmouth .....	1901	Shelbourne, N.S.....	"	...	97 0	20 0	8 4	112	49	Harbinger ' Steam Trawling Co., Ltd., Yarmouth, N.S.
88,430	Meta .....	St. John, N.B.....	1884	Rothsay, N.B.....	"	...	34 0	7 9	3 6	5	3	Parker Glasier, Lincoln, Sunbury Co., N.B.
51,668	Metamora.....	Toronto .....	1864	Cleveland, Ohio, U.S.A. ....	"	...	115 0	39 3	10 8	239	152	J. Playfair and W. A. Clark, jr., J.O., Collingwood, Ont.
107,084	Meteor .....	Ottawa.....	1897	Opemican, Que.....	"	...	130 5	27 0	7 4	239	204	A. Lumsden, Ottawa, Ont.
107,950	Meteor .....	St. Catharines.....	1902	Port Robinson, Ont.....	"	...	52 0	16 4	7 1	47	32	Geo. Ross, Port Robinson, Ont.
110,991	Midland Queen.....	Toronto .....	1901	Dundee, G.B. ....	"	...	249 0	42 4	20 5	1349	1349	The Midland Navigation Co., Ltd., Midland, Ont.
107,503	Mignon.....	Quebec.....	1894	Quebec, Que.....	"	...	23 8	6 2	2 7	2	2	C. G. Plamondon, Quebec, Que.
103,667	Mikado .....	Winnipeg .....	1897	Rat Portage, Ont.....	"	...	40 0	10 3	4 4	25	17	Mikado Gold Mining Co., Rat Portage, Ont.
92,283	Mikado .....	Owen Sound .....	1886	Owen Sound, Ont.....	"	...	25 6	8 3	2 5	1	1	John J. Douglas, Owen Sound, Ont.
111,426	Mikado .....	Halifax .....	1902	Dartmouth, N.S.....	"	...	61 3	17 6	5 7	44	30	Acadia Sugar Refining Co., Ltd., Halifax, N.S.
96,896	Mildred.....	Ottawa .....	1891	Kingston, Ont.....	"	...	46 4	9 2	3 7	15	13	Geo. Bothwell, Buckingham, Que.
100,666	Mildred.....	Belleville.....	1895	" .....	"	...	34 5	7 8	3 0	5	3	J. A. Wheeler, Belleville, Ont.
103,267	Mildred .....	St. John, N.B.....	1897	Cambridge, N.B.....	"	...	54 0	14 7	7 0	40	27	John E. Moore, St. John, N.B.
92,696	Miles.....	Winnipeg .....	1889	Selkirk, Man.....	"	...	75 0	16 3	6 7	63	43	Dominion Fish Co., Ltd., Winnipeg, Man.
111,978	Milkmaid .....	Vancouver .....	1901	Vancouver, B.C.....	"	...	31 6	8 7	3 4	7	5	Western Condensed Milk, Canning, Coffee and Creamery Co., Ltd., Mission, B.C.
90,448	Millie Howell.....	Winnipeg .....	1886	Selkirk, Man.....	"	...	50 3	11 1	4 4	24	16	Dominion Fish Co., Ltd., Winnipeg, Man.
107,305	Millie K.....	Windsor, N.S.....	1900	Whitewater, N.S.....	"	...	48 0	13 0	5 2	20	7	The Nova Scotia Produce Co., Ltd., Canning, N.S.
80,890	Minden .....	Toronto .....	1880	Minden, Ont.....	"	...	30 8	7 5	2 6	4	3	Jas. Lunan, Minden, Ont.
100,391	Minerva .....	Hamilton .....	1891	Hamilton, Ont.....	"	...	33 8	7 4	3 9	4	3	James Irwin, M.O., Hamilton, Ont.
107,361	Minitaga.....	Toronto .....	1898	Midland, Ont.....	"	...	77 3	16 5	8 4	73	29	James Playfair, Midland, Ont.
100,030	Mink.....	" .....	1891	Port Carling, Ont.....	"	...	72 0	11 0	3 8	56	38	Wm. Hanna, Port Carling, Ont.

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
103,881	Mink .....	Ottawa .....	1896	Gordon Creek, Que. ....	Screw—A hélice ..	37 0	16 0	3 5		14	9 A. Lumsden, Ottawa, Ont.
92,620	Minnehaha .....	Port Arthur .....	1888	Peterborough, Ont. ....	" .....	27 5	6 3			2	1 Sidney Smith, Port Arthur, Ont.
78,027	Minnehaha .....	Collingwood .....	1882	Parry Sound, Ont. ....	" .....	60 0	13 0	6 6		32	22 John C. Miller, Parry Sound, Ont.
96,981	Minnehaha .....	New Westminster .....	1890	New Westminster, B.C. ....	" .....	37 0	6 5	3 0		7	5, James Hunter, Victoria, B.C.
112,078	Minneola .....	Rat Portage .....	1893	Owen Sound, Ont. ....	" .....	32 0	7 5	3 0		9	6 Glass Reef Gold Mining Co., Ltd., Little Mountain, Ont.
100,139	Minnetonka .....	" .....	1891	Fort Frances, Ont. ....	" .....	55 6	12 6	6 8		68	46 H. W. Kennedy and W. Ross, J. O., Rat Portage, Ont.
112,178	Minnette .....	Toronto .....	1899	Owen Sound, Ont. ....	" .....	36 0	6 2	2 7		4	3 C. J. C. Crump, et al., Dwight, Ont.
107,822	Minnewanka .....	Montreal .....	1899	New York, U.S.A. ....	" .....	31 0	7 0	3 6		5	4 The Canadian Pacific Railway Co., Montreal, Que.
112,330	Minnieog .....	Collingwood .....	1902	Collingwood, Ont. ....	" .....	56 0	9 6	9 4		35	24 J. C. Cantley, Penetanguishene, Ont.
103,372	Minnie D .....	" .....	1889	Hamilton, Ont. ....	" .....	24 8	6 6	3 3		3	2 J. Larson, Parry Sound, Ont.
61,123	Minnie F. Parsons .....	Montreal .....	1868	Buffalo, N.Y., U.S.A. ....	" .....	59 5	15 0	6 5		46	22 F. B. Hackett Amherstburg, Ont.
107,889	Minnie M .....	" .....	1884	Detroit, Mich., U.S.A. ....	" .....	140 0	3 0	10 0		613	276 The Algoma Central Railway Co., Sault Ste. Marie, Ont.
78,028	Minnie Martin .....	Collingwood .....	1882	Port Severn, Ont. ....	" .....	30 0	9 7	6 6		10	7 Charles Martin, Port Severn, Ont.
107,468	Minnie May .....	Lindsay .....	1894	Cobocouk, Ont. ....	Wheels—A roues .....	42 5	8 0	3 0		10	8 John R. Philips, Cobocouk, Ont.



## SESSIONAL PAPER No. 21b

74,380	Minnie Wade.....	Toronto.....	1871	Penetanguishene, Ont.....	Screw—A hélice.....	35 0	8 4	3 2	9	6 J. D. Jonsson, Belle Ewart, Ont.
100,632	Minota.....	".....	1891	Toronto, Ont.....	".....	65 5	11 2	5 7	29	19 E. B. Osler, Toronto, Ont.
92,618	Minota.....	Port Arthur.....	1890	Vermillion Bay, Ont.....	".....	63 0	17 2	5 0	35	24 J. Bowman, Rossport, Ont.
111,591	Minto.....	New Westminster.....	1900	Harrison River, B.C.....	Stern wheel—Roue à l'arrière.	60 0	9 2	2 4	36	23 R. C. Menton, M.O., Harrison River, B.C.
107,453	Minto.....	Vancouver.....	1898	Nakusp, B.C.....	Wheels—A roues.....	161 7	30 1	5 1	829	522 Canadian Pacific Railway Co., Montreal, Que.
107,787	Minto.....	Ottawa.....	1899	Dundee, G.B.....	Screw—A hélice.....	225 0	32 7	18 3	1090	372 Minister of Marine and Fisheries, Ottawa, Ont.
88,666	Miranichi.....	Chatham, N.B.....	1885	Chatham, N.B.....	".....	85 7	17 3	6 9	75	51 Miramichi Steam Navigation Co., Chatham, N.B.
66,023	Miramichi.....	Quebec.....	1864	London, G.B.....	Wheels—A roues.....	228 7	24 6	18 7	727	491 Quebec & Gulf Ports Steamship Co., Quebec, Que.
92,282	Mischief.....	Owen Sound.....	1886	Owen Sound, Ont.....	Screw—A hélice.....	31 0	9 0	4 8	9	6 H. E. C. Carey, Bruce Mines, Ont.
107,513	Mist.....	Victoria.....	1897	Seattle, Wash., U.S.A.....	".....	46 7	12 0	3 9	29	20 Jas. F. Fell, Victoria, B.C.
100,854	Mistassini.....	Quebec.....	1891	Roberval, Que.....	Wheels—A roues.....	130 0	22 4	8 2	235	148 E. F. Würtele, Quebec, Que.
107,461	Mizpah.....	Lindsay.....	1888	Lindsay, Ont.....	Screw—A hélice.....	25 0	6 0	2 9	2	2 A. H. Cottingham, Lindsay, Ont.
94,982	Mizpah.....	Toronto.....	1889	Toronto, Ont.....	".....	51 7	11 8	4 1	18	12 Thos. McCarroll and H. Manley, J.O., Toronto, Ont.
85,330	Mocking Bird.....	Owen Sound.....	1886	".....	".....	72 0	11 8	4 2	38	26 P. McArthur, Westbourne, Man.
96,058	Modjeska.....	Hamilton.....	1889	Yoker, G.B.....	".....	178 0	31 1	12 3	678	461 Hamilton Steamboat Co., Ltd., Hamilton, Ont.
107,205	Mohican.....	Winnipeg.....	1896	Fort Frances, Ont.....	".....	50 0	9 5	.....	34	24 F. W. Coates, et al., Fort Frances, Ont.
103,927	Mollie.....	Peterborough.....	1897	Lakefield, Ont.....	".....	41 0	6 6	2 5	11	7 J. J. McBain, Peterborough, Ont.
111,851	Molly S.....	Owen Sound.....	1901	Owen Sound, Ont.....	".....	68 0	12 7	5 0	45	27 Charles L. T. Sims, Manitowaning, Ont.
94,873	Mona.....	Montreal.....	1889	Montreal, Que.....	".....	54 2	12 8	5 8	25	17 Wm. H. Davis, Ottawa, Ont.
100,401	Mona.....	Hamilton.....	1894	Hamilton, Ont.....	".....	23 6	6 1	3 4	2	2 J. Bradley, Hamilton, Ont.
95,509	Monaco.....	Montreal.....	1888	Hampton, G.B.....	".....	41 8	8 3	3 6	10	6 Arthur Boyer, Montreal, Que.
96,843	Monarch.....	Sarnia.....	1890	Sarnia, Ont.....	".....	240 0	35 0	14 8	2017	1372 Northwest Transportation Co., Ltd., Sarnia, Ont.
107,863	Monarch.....	Dawson.....	1898	San Francisco, Cal. U.S.A.....	Stern wheel—Roue à l'arrière.	120 3	32 2	5 4	284	179 D. Burns, White Horse, Y.T.
100,141	Monarch.....	Winnipeg.....	1893	Fort Frances, Ont.....	Wheels—A roues.....	110 0	17 8	5 4	168	106 E. W. Brydges, Rat Portage, Ont.
90,545	Monarque.....	Montreal.....	1886	Sorel, Que.....	".....	108 9	30 4	6 9	136	86 Jos. H. Dansereau, Verchères, Que.

2-3 EDWARD VII., A. 1903

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths	Gross. Brut.	Registered. Inregistré.
100,925	Moneta.....	Ottawa.....	1888	Ottawa, Ont.....	Screw—A hélice.....	20 0	5 2	2 2	1	1 R. Lamb and J. Robertson, Ottawa, Ont.
197,891	Monitor.....	Montreal.....	1899	Montreal, Que.....	".....	69 5	16 6	7 2	62	39 Jas. C. Weir and R. S. Weir, J. O., Montreal, Que.
77,933	Montague.....	Charlottetown.....	1878	Georgetown, P. E. I.....	Wheels—A roues.....	79 6	19 7	8 7	130	38 The Georgetown Ferry Co., Ltd., Georgetown, P. E. I.
107,824	Monte Cristo.....	Victoria.....	1891	Ballard, Wash., U. S. A.....	Stern wheel—Roue à l'arrière.	108 6	20 4	3 9	266	156 Robt. Cunningham, Port Essing- ton, B. C.
92,755	Montmorency.....	Ottawa.....	1889	Quebec, Que.....	Screw—A hélice.....	55 5	10 8	4 8	18	12 W. J. Poupore, Ottawa, Ont.
.....	Montreal.....	Montreal.....	1868	Montreal, Que.....	Wheels—A roues.....	262 0	33 3	9 2	2088	1070 The Montreal Safe Deposit Co., Montreal, Que.
111,751	Moose.....	Rat Portage.....	1893	Harding, U. S. A.....	Screw—A hélice.....	54 0	14 0	6 5	38	14 Samuel Naden, Roddick, Rainy River, Ont.
100,759	Morning Star.....	Toronto.....	1894	Toronto, Ont.....	".....	34 0	7 5	3 4	5	3 Jos. Goodwin, Toronto, Ont.
90,797	Morris.....	Victoria.....	1888	Victoria, B. C.....	".....	39 5	9 2	3 6	12	8 Alex. J. McLellan, Victoria, B. C.
92,780	Mountain Belle.....	Vancouver.....	1888	Carleton Place, Ont.....	".....	30 2	6 1	3 0	5	3 Thos. R. Lane, Vancouver, B. C.
111,769	Mountain Belle.....	Rat Portage.....	1895	Carleton Place, Ont.....	".....	28 0	6 0	2 8	4	3 W. Mather, Bow River, N. W. T.
92,637	Mountain Maid.....	Montreal.....	1850 1879	Magog, Que.....	Wheels—A roues.....	101 2	19 4	6 4	118	62 I. Futvoys, St. John's, Que.
111,778	Mount Royal.....	Victoria.....	1902	Victoria, B. C.....	Stern wheel—Roue à l'arrière.	132 0	28 4	4 8	471	296 Hudson Bay Co., London, Eng.
197,727	Mon-Ping.....	Vancouver.....	1899	Hong Kong, China.....	Screw—A hélice.....	45 5	10 0	5 0	20	14 Mrs. Mary J. Rogers, Vancouver, B. C.

## SESSIONAL PAPER No. 21b

107,454	Moyie	"	1898	Nelson, B.C.	Wheels—A routes...	161	7	30	1	5	1	835	526	Canadian Pacific Ry. Co., Montreal, Que.
103,042	Mulgrave	Ottawa.	1893	New Glasgow, N.S.	Screw—A helice...	114	8	31	0	16	4	485	330	The Minister of Railways and Canals, Ottawa, Ont.
90,793	Muriel	Victoria	1887	Victoria, B.C.	"	70	0	15	5	6	7	44	28	Victoria Canning Co., Ltd., Victoria, B.C.
83,372	Muskoka	Toronto	1881	Gravenhurst, Ont.	"	94	0	18	0	7	3	197	134	The Muskoka & Nipissing Nav. Co., Gravenhurst, Ont.
100,283	Muskoka	Peterborough.		Sincee, Ont.	Wheels—A routes...	36	5	10	5	3	7	22	15	Gilmour & Co., Trenton, Ont.
77,698	Myles	Hamilton.	1882	Hamilton, Ont.	Screw—A helice...	175	0	33	6	14	6	1199	742	Myles Transportation Co., Ltd., Hamilton, Ont.
88,634	Myra	Prescott	1884	St. Catharines, Ont.	"	82	0	17	2	8	6	73	37	James Buckley, Prescott, Ont.
83,634	Myrtle	Brockville	1880	Brockville, Ont.	"	39	0	7	7	3	5	9	7	David Ward, Toronto, Ont.
111,588	Myrtle	Peterborough.	1901	Peterborough, Ont.	"	33	2	7	7	3	2	5	4	Herbert Watt, Peterborough, Ont.
94,816	Mystery	Victoria	1890	Victoria, B.C.	"	80	5	16	5	7	8	65	39	S. A. Spencer, Victoria, B.C.
107,134	N. Dymont	Goderich	1900	Goderich, Ont.	"	73	0	16	8	8	0	59	40	N. Dymont, Barrie, Ont.
95,852	Nagasaki	New Westminster.	1889	Hong Kong, China	"	46	5	9	3	5	3	15	10	C. J. Lowen, Vancouver, B.C.
92,389	Naiad	Kingston.	1888	Kingston, Ont.	"	51	4	9	2	3	9	15	10	W. H. Monray, Amherst Island, Ont.
88,538	Naiad	Hamilton.	1890	Toronto, Ont.	"	68	0	10	2	3	3	29	20	Harriet S. Sanford, M.O., Hamilton, Ont.
100,030	Naiad	Ottawa.	1890	Hull, Que.	"	41	8	8	3	4	6	7	6	T. G. Brigham, Ottawa, Ont.
100,729	Nama	Montreal.	1887	Montreal, Que.	"	75	2	10	3	4	4	42	35	Richard B. Angus, Montreal, Que.
94,803	Nanaimo	Victoria	1888	Nanaimo, B.C.	Stern wheel—Roue à l'arrière.	56	0	20	0	3	2	71	45	W. R. Taylor, Vancouver, B.C.
107,729	Nancy	Vancouver.	1900	Vancouver, B.C.	Screw—A helice...	26	9	8	6	2	4	6	4	Wm. J. Belding, Vancouver, B.C.
107,083	Nap.	Ottawa.	1893	Carleton Place, Ont.	"	25	5	6	9	2	6	1	1	N. Tessier, Hull, Que.
85,308	Napierville	Montreal.	{ 1883 Sorel, 1899 Montreal, Que. }		Wheels—A routes...	123	9	42	4	5	4	165	113	Mrs. Arthemise Robert, Montreal, Que.
107,926	Native	New Westminster.	1900	New Westminster, B.C.	Screw—A helice	66	0	14	0	6	0	52	36	Geo. C. McKeen, M.O., New Westminster, B.C.
103,999	Nautilus	St. Andrews.	1887	New York, N.Y., U.S.A.	"	56	0	14	0	4	2	27	18	Mrs. Addie L. Young, St. Stephen, N.B.
92,659	Nautilus	St. Catharines	1889	Humberstone, Ont.	"	31	5	9	2	4	2	9	6	Frank Freeman, Port Dalhousie, Ont.
90,789	Nell	Victoria	1887	Georgetown, B.C.	"	103	0	23	5	8	1	208	125	A. Butt, Georgetown, B.C.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.		
						Ft. 10ths Ft. 10ths					
90,901	Nellie.....	Kingston.....	1882	Kingston, Ont.....	Screw—A hélice....	39 6	7 4	3 9	7	3 J.	N. Leeman, Smith's Falls, Ont.
88,531	Nellie.....	Hamilton.....	1886	Hamilton, Ont.....	"	25 2	6 2	2 9	2	2 R.	Campbell, Bracebridge, Ont.
92,630	Nellie Bly .....	St. Catharines. ....	1890	Port Dalhousie, Ont.....	"	42 7	13 4	4 2	13	7 Wm.	Hand, Port Dalhousie, Ont.
103,938	Nellie H.....	Chatham, N.B.....	1897	Chatham, N.B.....	"	41 1	9 0	4 2	8	5 J. F.	Mullin, Fredericton, N.B.
90,544	Nellie Reid.....	Montreal.....	1886	Buffalo, N.Y., U.S.A....	"	70 5	16 8	8 4	56	29 H. W.	Richardson. Kingston, Ont.
94,846	Nellie S.....	Windsor, Ont.....	1885	Detroit, Mich., U.S.A....	"	20 8	5 6	2 5	3	2 Geo.	Sutherland, Essex Centre, Ont.
103,467	Nellie T.....	Lindsay.....	1894	Lindsay, Ont.....	Wheels—A roues....	36 0	6 5	2 7	5	3 Michael	Dovey, Lindsay, Ont.
103,596	Nelson.....	Charlottetown.....	1896	Charlottetown, P.E.I....	Screw—A hélice....	50 7	13 8	5 2	33	17 W. H.	Batt, Charlottetown, P.E.I.
88,667	Nelson.....	Chatham, N.B.....	1885	Chatham, N.B.....	"	78 4	14 7	7 0	64	44 Miramichi	Steam Nav. Co., Ltd., Chatham, N.B.
96,987	Nelson.....	New Westminster....	1891	Nelson, B.C.....	Stern wheel—Roue à l'arrière.	134 4	26 5	5 5	496	312 Canadian	Pacific Railway Co., Montreal, Que.
88,682	Neptune.....	St. John, N.B.....	1885	Portland, N.B.....	Screw—A hélice....	73 5	17 7	7 9	71	48 R.	Thomson and J. H. Thomson, St. John, N.B.
92,762	Neptune.....	Quebec.....	1889	Lotbinière, Que.....	"	32 6	8 8	2 8	11	8 John	Breakay, Quebec, Que.
103,255	Nereid.....	St. John, N.B.....	1895	St. John, N.B.....	"	50 6	14 2	5 4	30	20 J. W.	Smith, St. John, N.B.
103,056	Nereid.....	Yarmouth.....	1894	Yarmouth, N.S.....	"	36 0	11 0	5 6	12	8 H. B.	Cann, Yarmouth, N.S.

## SESSIONAL PAPER No. 21b

	New York	Montreal	1870	Sorel, Que		Wheels—A routes	126 1	23 0	8 2	311	
111,813	Newera	Vancouver	1901	Vancouver, B.C.		Screw—A hélice	52 5	13 6	5 6	56	143 H. A. Chillas, Nicolet, Que.
66,054	Newfoundland	Windsor, N.S.	1872	Quebec, Que.		"	212 5	29 5	23 3	919	37 David Cook and James F. Cook, Vancouver, B.C.
85,761	Newport	Montreal	1879	Georgetown, Que.		"	47 0	12 0	6 0	12	588 J. H. Anderson, Musquodoboit, N.S.
53,589	Niagara	Ottawa	{ 1856 Glasgow, G.B. 1901 re-built			"	159 0	21 1	10 4	396	8 H. V. H. Caswell, Newport, Vt., U.S.A.
103,393	Nile	Deseronto	1870	Battersea, Ont.		"	90 1	19 1	6 0	96	215 A. W. Hepburn, Picton, Ont.
103,957	Nile	Montreal	1894	Sorel, Que.		"	71 1	11 1	4 0	28	49 The Rathbun Co., Deseronto, Ont.
107,086	Nilka	Ottawa	1897	Ottawa, Ont.		"	24 8	5 7	1 8	1	19 Geo. E. Beauchemin, Sorel, Que.
90,524	Nina	Chatham, Ont.	1889	Rondeau, Ont.		"	32 0	9 5	4 8	11	1 John Jamieson, <i>et al.</i> , Ottawa, Ont.
103,377	Ninsongis	Winnipeg	1894	Simcoe, Ont.		Wheels—A routes	45 0	11 0	5 5	7	9 J. Cooper, Chatham, Ont.
92,443	Nipissing	Toronto	1897	Gravenhurst, Ont.		"	125 0	21 0	7 6	275	5 The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
103,682	Niska	"	1897	Milford Bay, Ont.		Screw—A hélice	36 8	3 8	.....	9	297 Muskoka & Nipissing Nav. Co., Gravenhurst, Ont.
107,465	Nobby	Lindsay	1883	Peterborough, Ont.		"	25 0	5 5	2 2	2	6 Robt. J. Stroud, Milford Bay, Ont.
100,025	Noross	Toronto	1887	Tamarac Island, Lake Huron, Ont.		"	45 0	11 5	5 2	20	1 Thomas Robson, Fenelon Falls, Ont.
100,937	Nokomis	Ottawa	1887	Morristown, N.Y., U.S.A.		"	55 6	10 0	3 9	25	14 The French River Boom Co., Toronto, Ont.
71,269	Nora	Deseronto	1886	Deseronto, Ont.		"	50 0	9 6	4 0	28	17 W. C. Edwards, Rockland, Ont.
100,208	Nora	Vancouver	1889	Port Essington, B.C.		"	45 0	10 5	5 0	19	19 Montreal Sand & Gravel Co., Montreal, Que.
103,380	Nora	Winnipeg	1895	Rat Portage, Ont.		"	44 0	11 1	3 7	20	13 H. Bell-Irving, Vancouver, B.C.
103,915	Nora	Victoria	1898	Lake Bennett, B.C.		Stern wheel—Roue à l'arrière.	79 5	16 0	4 3	101	14 D. L. Mather, Rat Portage, Ont.
112,044	Nord	Quebec	1902	Peribonca, Que.		Screw—A hélice	62 2	15 2	4 5	56	64 Klondyke Corporation, Ltd., London, G.B.
107,244	Normansell	New Westminster	1890	Maple Ridge, B.C.		"	29 0	6 3	2 8	5	38 Edward S. Vignette, Peribonca, Que.
88,323	North	Quebec	1886	Lévis, Que.		Wheels—A routes	132 4	25 2	9 3	289	3 S. T. Teeze, New Westminster, B.C.
96,911	North King	Kingston	{ 1888 Montreal, Que. 1891 Kingston, Ont.			"	175 0	43 0	10 0	873	182 The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
107,614	North River	Ottawa	1899	Kippewa, Que.		"	50 2	18 0	4 0	22	499 Lake Ontario & Bay of Quinte Steamboat Co., Ltd., Kingston, Ont.
											11 H. F. McLachlin and Claude McLachlin, Arnprior, Ont.

2-3 EDWARD VII., A. 1903

## ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Built—Constructé.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions. Dimensions.				Tonnage		Owner, or Managing Owner, and Address. Armateur ou armateur gérant. et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registère.		
100,287	North Star . . . . .	Peterborough . . . . .	1895	Peterborough, Ont. . . . .	Screw—A hélice . . . . .	84 2	13 6	5 7	40	28	W. C. Harris, Gore's Landing, Ont.	
94,812	North Star. . . . .	New Westminster . . . . .		Esquimalt, B.C. . . . .	" . . . . .	40 0	9 7	3 9	8	6	F. Boutilier, M.O., New Westminster, B.C.	
107,725	North Vancouver . . . . .	Vancouver . . . . .	1900	Vancouver, B.C. . . . .	" . . . . .	73 4	20 1	6 7	104	71	Corporation of North Vancouver, Vancouver, B.C.	
71,193	Northern Light . . . . .	Ottawa . . . . .	1876	Lévis, Que. . . . .	" . . . . .	133 2	25 0	14 7	393	267	Minister of Marine and Fisheries, Ottawa, Ont.	
96,937	Northumberland . . . . .	Charlottetown . . . . .	1891	Newcastle-on-Tyne, (I. B.) . . . . .	" . . . . .	220 0	38 1	20 4	1255	519	John Ings, Charlottetown, P.E.I.	
85,364	Nosbonsing . . . . .	Ottawa . . . . .	1884	Lake Nosbonsing, Ont. . . . .	" . . . . .	56 6	11 8	4 6	25	19	J. R. Booth, Ottawa, Ont.	
80,069	Novelty . . . . .	St. John, N.B. . . . .	1881	Hampton, N.B. . . . .	Wheels—A roues . . . . .	60 0	12 3	3 4	43	27	Edward A. Todd, Hampton, N.B.	
	Novelty . . . . .	Port Hope . . . . .	1861	Ball Lake, Ont. . . . .	" . . . . .	80 0	16 7	5 5	65	57	Mosson   Boyd, Bobcaygeon, Ont.	
107,392	Nyanza . . . . .	Windsor, N.S. . . . .	1899	Horton, N.S. . . . .	Screw—A hélice . . . . .	76 5	21 3	8 2	83	40	F. W. Sumner, Moncton, N.B.	
100,403	Nymoea . . . . .	Hamilton . . . . .	1896	Hamilton, Ont. . . . .	" . . . . .	52 5	11 0	4 7	25	13	G. F. Beaumont, Muskoka, Ont.	
112,171	Nymph . . . . .	Toronto . . . . .	1902	Milford Bay, Ont. . . . .	" . . . . .	75 0	10 0	8 5	29	20	Robt. J. Strond, Milford Bay, Ont.	
80,713	Oak Bay. . . . .	Paspebiac . . . . .	1884	Oak Bay, Que . . . . .	Wheels—A roues . . . . .	68 0	16 6	4 0	26	23	J. D. Sowerby, Oak Bay, Que.	



## SESSIONAL PAPER No. 21b

88,633	Ocean.....	St. Catharines.....	1872	Port Dalhousie, Ont.....	Screw—A hélice.....	137 0	23 3	11 7	684	454	Wentworth Navigation Company, Toronto, Ont.
94,914	Ocean Lily.....	Saugeen.....	1887	Port Elgin, Ont.....	".....	29 0	7 0	3 0	3	2	Edward Brooks, Red Bay, Ont.
100,945	Odessa.....	Collingwood.....	1894	Collingwood, Ont.....	".....	32 0	8 0	7 6	12	8	A. L. Nickerson, M.O., Midland, Ont.
94,931	Ogena.....	Port Hope.....	1889	Lindsay, Ont.....	Wheels—A roues.....	85 0	15 0	5 0	72	45	Trent Valley, Navigation, Co., Bobcaygeon, Ont.
111,460	Ogena.....	Winnipeg.....	1901	Selkirk, Man.....	Screw—A hélice.....	55 5	11 5	4 5	29	14	Dominion Fish Co., Ltd., Winni- peg, Man.
112,068	Ojibawaya.....	Peterborough.....	1902	New York, U.S.A.....	".....	16 2	4 4	1 7	1	1	Mrs. F. A. Price, Missanaga, Ont.
107,441	Old Pioneer.....	Vancouver.....	1898	Vancouver, B.C.....	".....	39 5	8 0	4 0	10	7	A. J. Mangold, London, Eng.
100,043	Olga.....	Brockville.....	1896	Brockville, Ont.....	".....	33 0	8 5	4 0	5	4	John McLaren, Brockville, Ont.
71,084	Olive.....	Ottawa.....	1875 1901	Smith's Falls, Ont. Ottawa	".....	95 0	18 5	6 4	151	103	The Ottawa Forwarding Co., Ltd., Ottawa, Ont.
103,433	Olive.....	".....	1895	North Bay, Ont.....	".....	25 6	6 0	3 0	2	1	G. W. Leach, <i>et al.</i> , North Bay Ont.
107,623	Olive.....	New Westminster.....	1899	Nicomen, B.C.....	Stern wheel—Roue à l'arrière.....	72 0	12 5	3 5	71	45	Thos. H. Wymond, Vancouver, B.C.
107,106	Olive.....	Victoria.....	1896	Victoria, B.C.....	Screw—A hélice.....	29 0	9 2	3 2	6	4	S. W. Buckman, Victoria, B.C.
107,514	Olive May.....	".....	1898	Lake Bennett, B.C.....	Stern wheel—Roue à l'arrière.....	60 0	16 7	5 0	85	54	Klondyke Corporation, Ltd., Lon- don, Eng.
107,932	Omega.....	New Westminster.....	1900	".....	Screw—A hélice.....	98 8	21 0	5 2	127	86	Wm. C. Robinson, Lake Bennett, B.C.
107,101	On Tme.....	Victoria.....	1896	Ballard, Wash., U.S.A.....	".....	38 0	10 0	4 4	11	4	L. Kickhan, Vancouver, B.C.
92,382	Onaganoh.....	Kingston.....	1887	Kingston, Ont.....	".....	47 2	10 0	3 9	19	13	H. Fraser, Port Cockburn, Ont.
103,850	Onaniche.....	Ottawa.....	1896	Ottawa, Ont.....	".....	23 9	5 8	2 4	1	1	E. A. Parsons, <i>et al.</i> , Ottawa, Ont.
88,923	Onaping.....	Windsor, Ont.....	1870	Saginaw South, Mich., U.S.A.....	".....	120 0	19 0	7 6	256	174	John Charlton, Lynedoch, Ont.
103,798	Oncita.....	Shelburne.....	1899	Lockeport, N.S.....	".....	52 2	12 3	5 3	15	10	Freeman Payzant, Lockeport, N.S.
90,562	Ongiara.....	Toronto.....	1885	Toronto, Ont.....	".....	90 5	18 4	5 4	98	64	The Niagara Navigation Co., Ltd., Toronto, Ont.
83,371	Ontario.....	".....	1881	Walker's Point, Ont.....	".....	43 5	8 4	3 8	11	8	R. Walker, M.O., Township of Wood, Ont.
94,885	Ontario.....	Montreal.....	1890	Owen Sound, Ont.....	Wheels—A roues.....	297 0	41 3	14 9	1015	1018	Canadian Pacific Railway Co., Montreal, Que.
.....	Ontario.....	Hamilton.....	1870	Hamilton, Ont.....	Screw—A hélice ..	63 5	12 0	6 0	41	28	J. W. Steinhoff, Wallaceburg, Ont.
.....	Ontario.....	Port Hope.....	1863	Lindsay, Ont.....	Wheels A roues.....	58 0	15 0	4 3	80	50	J. Thurston, Lindsay, Ont.
111,973	Onward.....	Saugeen.....	1902	Kincardine, Ont.....	Screw—A hélice.....	57 0	12 0	6 0	22	15	John McEw, Kincardine, Ont.

2-3 EDWARD VII., A. 1903

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						Dimensions.				Gross. Brut.	Register. Enregistré.	
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.				
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.				
112,173	Ophir .....	Toronto .....	1902	Parry Sound, Ont. ....	Screw—A hélice .....	41 8	9 0	4 4	11	8	Milton Pearce, Parry Sound, Ont.	
103,914	Ora .....	Victoria .....	1898	Lake Bennett, B.C. ....	Stern wheel—Roue à l'arrière .....	79 5	16 0	4 3	101	64	Klondyke Corporation Ltd., London, G.B.	
90,768	Oreadia .....	Goderich .....	1888	Goderich, Ont. ....	Screw—A hélice .....	54 3	14 0	5 2	23	16	John Morrison, Port Coldwell, Ont.	
100,947	Oreadia .....	Collingwood .....	1894	Collingwood, Ont. ....	" .....	52 0	11 8	5 8	26	18	J. Playfair, Midland, Ont.	
107,590	Oriana .....	Lindsay .....	1899	Little Britain, Ont. ....	" .....	29 5	5 1	3 0	3	2	James Glass, Little Britain, Ont.	
111,610	Orillia .....	New Westminster .....	1901	New Westminster, B.C. ....	" .....	36 0	8 2	3 0	12	9	Leonard Wilson, New Westminster, B.C.	
72,431	Orion .....	Toronto .....	1886	Gravenhurst, Ont. ....	" .....	75 0	14 5	4 4	75	48	The Muskoka & Nipissing Nav. Co., Gravenhurst, Ont.	
88,378	Orion .....	Vancouver .....	1885	Victoria, B.C. ....	" .....	27 5	7 0	3 5	4	3	G. J. Blackman, Vancouver, B.C.	
100,031	Orion .....	Kingston .....	1872	Welland, Ont. ....	" .....	173 8	29 5	12 5	846	497	The Collin's Bay Rafting & Forwarding Co., Ltd., Kingston, Ont.	
107,235	Orleans .....	Quebec .....	1898	Lévis, Que. ....	" .....	118 0	28 0	9 2	269	183	La Compagnie Maritime et Industrielle de Lévis, Lévis, Que.	
103,908	Oscar .....	Victoria .....	1897	Victoria, B.C. ....	" .....	81 0	21 0	7 0	95	61	J. F. Fell, Victoria, B.C.	
103,648	Ospray .....	Winnipeg .....	1896	Gimli, Man. ....	" .....	49 0	11 0	4 5	21	14	H. Armstrong, Portage la Prairie, Man.	
107,138	Osprey .....	Goderich .....	1902	Goderich, Ont. ....	" .....	72 4	15 1	6 8	42	28	James Purvis, Gore Bay, Ont.	
92,768	Osprey .....	Quebec .....	1889	Quebec, Que. ....	" .....	30 0	10 8	3 5	10	7	J. S. Thom, Quebec, Que.	

## SESSIONAL PAPER No. 21b

97,016	Oaspey	St. Catharines	1895	Port Robinson, Ont.	.....	32 0	9 6	3 2	6	4	Dan Lang, Aldborough, Ont.
107,488	Ossifrage	Sault Ste. Marie	1886	West Bay City, Mich., U.S.A.	.....	161 6	27 8	9 0	632	313	Algoma Central Railway, Sault Ste. Marie, Ont.
112,141	Oso	Kingston	1902	Kingston, Ont.	.....	41 8	8 4	3 6	6	4	John H. Wilcott, Beaumaris, Ont.
111,443	Ottawa	Ottawa	1900	Toronto, Ont.	.....	256 0	43 2	15 2	2431	1344	J. R. Booth, Ottawa, Ont.
94,628	Ottawa	"	1888	Ottawa, Ont.	.....	56 6	13 6	5 8	21	14	The Minister of Public Works, Ottawa, Ont.
103,050	Ottawa	"	1887	Amprior, Ont.	.....	26 0	6 3	2 0	1	1	H. F. McLachlin and Claude Mc- Lachlin, J.O., Amprior, Ont.
107,832	Otter	Victoria	1900	Victoria, B.C.	.....	128 0	24 5	11 6	366	232	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
111,662	Otter	Montreal	1899	Longueuil, Que.	.....	24 9	7 8	3 1	3	2	R. J. Dunley, Montreal, Que.
103,632	Otter	Ottawa	1895	Kippewa, Que.	.....	48 2	16 0	3 6	21	12	Alex. Lunsden, Ottawa, Ont.
64,452	Ouagoundy	St. John, N.B.	1870	St. John, N.B.	.....	114 0	29 2	9 7	295	99	The Mayor, Aldermen and Com- monality, St. John, N.B.
92,392	Outlet Queen	Kingston	1888	Warburton, Ont.	.....	43 3	9 4	3 6	18	12	Wm. Black, Belleville, Ont.
103,951	Ovide	Montreal	1897	Sorel, Que.	.....	57 9	13 9	2 4	17	10	Joseph Paul, Sorel, Que.
90,521	Owen	Chatham, Ont.	1884	Chatham, Ont.	.....	90 0	23 6	8 8	103	68	Wm. Simmons, Kingston, Ont. (b)
103,238	Owl (The)	Montreal	1887	Georgeville, Que.	.....	32 9	7 3	2 9	4	3	L. J. Courtice, Courtice, Ont.
92,286	P. S. Hiesordt	Owen Sound	1887	Owen Sound, Ont.	.....	66 0	16 0	6 2	45	31	John Andrews, Spanish River, Ont.
103,641	Parthia	Kingston	1896	Garden Island, Ont.	.....	126 8	38 3	7 1	198	84	The Calvin Co., Ltd., Garden Island, Ont.
111,751	Pastime	Rat Portage	1901	Rat Portage, Ont.	.....	42 0	7 0	3 2	15	11	J. A. McCrossen, Rat Portage, Ont.
100,234	Pastime	Halifax	1885	Halifax, N.S.	.....	69 7	29 3	6 5	68	46	L. Heffer, Halifax, N.S.
74,275	Patrick Murphy	Quebec	1876	Quebec, Que.	.....	35 6	9 3	3 5	10	4	Martin Phillips, St. Colombe de Sillery, Que.
111,801	Pauline Hickler	Sault Ste. Marie	1892	Buffalo, N.Y., U.S.A.	.....	55 0	16 8	7 0	50	34	Albert E. Bowman, Southampton, Ont.
111,168	Pawnee	Sydney	1890	Athens, N.Y., U.S.A.	.....	115 8	23 9	5 7	107	65	Cape Breton Electric Co., Sydney, N.S.
112,170	Pearl	Toronto	1902	Parry Sound, Ont.	.....	35 0	7 9	2 5	6	4	Robt. G. Aird, Parry Sound, Ont.
107,872	Pearl	Lindsay	1899	Bobcaygeon, Ont.	.....	35 0	7 2	3 0	6	4	James Lewis, Bobcaygeon, Ont.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
						Ft. toths.	Ft. toths.	Ft. toths.				
90,803	Pearl ..	New Westminster...	1884	Seattle, Wash., U.S.A.	Stern wheel—Roue à l'arrière.	62 4	14 5	3 4	75	54	John H. Lowe, Vancouver, B. C.	
83,420	Pearl ..	Port Hope ..	1885	Peterborough, Ont. .	Screw—A hélice ..	30 0	7 5	2 2	8	5	H. Calcutt, Peterborough, Ont.	
97,282	Peerless ..	Sydney ..	1884	Athens, N. Y., U. S. A.	" ..	90 0	20 0	6 0	94	81	Cape Breton Electric Co., Ltd., Sydney, N. S.	
85,314	Peerless ..	New Westminster.	1881	Kamloops, B. C. ....	Stern wheel—Roue à l'arrière.	133 0	25 5	5 0	307	256	John A. Mara, M. O., Kamloops, B. C.	
107,328	Pekin ..	Halifax ..	1900	Moser's River, N. S. ....	Screw—A hélice ..	90 4	18 5	7 5	85	50	Carl H. Andersen, Moser's River, N. S.	
103,434	Pembroke ..	Ottawa ..	1895	Pembroke, Ont. ....	Wheels—A roues....	104 5	28 2	6 6	194	122	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.	
111,914	Penetang ..	Toronto ..	1901	Owen Sound, Ont. ....	Screw —A hélice ..	82 0	16 5	9 8	100	64	First Brook Box Co., Ltd., Toronto, Ont.	
111,987	Penny ..	Vancouver ..	1896	Seattle, Wash., U. S. A.	" ..	25 0	6 8	2 9	3	2	H. H. Hayden, Vancouver, B. C.	
96,994	Penticton.	New Westminster.	1890	Okanagan Lake, B. C. ....	" ..	70 0	16 0	6 0	50	34	B. Lequime, M. O., Kelowna, B. C.	
100,331	Percy Cann.	Yarmouth ..	1892	Meteghan, N. S. ....	" ..	77 0	17 1	6 6	80	56	H. B. Cann, Yarmouth, N. S.	
92,379	Peri ..	St. John, N. B. ....	1888	Rothesay, N. B. ....	" ..	38 4	8 9	2 8	12	8	A. H. FitzRandolph, Fredericton, N. B.	
100,470	Peribonca ..	Quebec ..	1892	Roberval, Que ..	Wheels—A roues....	90 0	21 8	6 2	179	113	E. F. Württele, Quebec, Que.	
97,013	Persia ..	St. Catharines ..	1873	St. Catharines, Ont. ....	" ..	144 0	26 2	12 2	757	500	Toronto & Montreal Steamboat Co., Ltd., Toronto, Ont.	
107,826	Pert ..	Victoria ..	1890	Upper Columbia River, B. C.	" ..	49 8	10 0	2 6	6	4	Robert Miller, Golden, B. C.	

## SESSIONAL PAPER No. 21b

107,217	Petrel	Winnipeg	1899	Westbourne, Man.	"	120	0	26	0	6	0	168	94	The Manitoba Union Mining Co., Ltd., Winnipeg, Man.
96,917	Petrel	Kingston	1892	Collin's Bay, Ont.	"	129	2	26	3	9	6	346	199	Collin's Bay Rafting & Forwarding Co., Kingston, Ont.
103,040	Petrel	Ottawa	1892	Owen Sound, Ont.	"	116	0	22	0	10	3	192	98	The Minister of Marine and Fisheries, Ottawa, Ont.
103,803	Petrel	Halifax	1898	Halifax, N.S.	"	29	5	8	5	3	5	6	4	J. N. Hume, Halifax, N.S.
a 103,662	Phantom	Winnipeg	1897	Keewatin, Ont.	"	55	0	12	5	3	7	56	39	C. Lewis, Rat Portage, Ont.
103,694	Philadelphia	Sault Ste. Marie	1896	Sault Ste. Marie, Mich., U.S.A.	"	90	0	19	0	14	8	148	88	Lake Superior Power Co., Sault Ste. Marie, Ont.
103,480	Phenix	Vancouver	1896	Ballard, Wash., U.S.A.	"	75	0	7	0	16	6	87	54	H. Bell-Irving & Co., Ltd., Vancouver, B.C.
111,571	Phenix	Toronto	1900	Huntsville, Ont.	"	50	0	11	2	4	8	29	20	George F. Marsh, Huntsville, Ont.
...	Pierrepont	Kingston	1871	Kingston, Ont.	Wheels—A roues	123	0	18	8	7	1	252	153	St. Lawrence River Steamboat Co., Ltd., Kingston, Ont.
103,567	Pierreville	Montreal	1896	St. Thomas, Que.	"	77	0	24	1	4	1	42	20	Jos. Côté, Pierreville, Que.
88,294	Pilgrim	Quebec	1884	St. Nicholas, Que.	"	122	0	22	4	7	4	262	165	H. S. Folger, Kingston, Ont.
88,303	Pilot	"	1884	Lévis, Que.	Screw—A hélice	109	0	32	5	13	7	427	269	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
111,579	Pilot	Toronto	1901	Parry Sound, Ont.	"	71	5	15	5	6	3	70	48	Mrs. Carrie E. Pratt, Parry Sound, Ont.
107,109	Pilot	Victoria	1898	Cheminus, B.C.	"	127	5	24	8	12	0	279	148	Jas. Dunsuir, Victoria, B.C.
75,913	Pioneer	Kingston	1879	Napanee, Ont.	"	49	0	15	2	4	6	28	19	H. C. Rothwell, Kingston, Ont.
80,599	Pioneer	Toronto	1879	Magnetawan, Ont.	"	34	0	7	8	2	8	11	8	E. A. Morris, Magnetawan, Ont.
92,653	Pittsburg	"	1871	Port Robinson, Ont.	Wheels—A roues	221	0	28	0	12	0	1349	882	Georgian Bay Navigation Co., Ltd., Toronto, Ont.
103,162	Plover	Montreal	1893 } 1894 }	Lachine, Que.	Screw—A hélice	64	7	15	3	7	0	40	27	I. Clement, Montreal, Que.
92,727	Pochahontas	Toronto	1885	Muskoka Mills, Ont.	Wheels—A roues	36	0	16	0	3	7	32	20	Muskoka Mill & Lumber Co., Toronto, Ont.
85,759	Polaris	Quebec	1883	Lévis, Que.	Screw—A hélice	118	5	31	4	16	5	533	336	The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
111,494	Pole Nord	"	1899	Quebec, Que.	"	29	6	7	0	3	5	4	3	Joseph M. Rousseau, Quebec, Que.
62,598	Polino	"	1870	Sunderland, G.B.	"	198	7	27	3	15	5	807	524	F. Ross, Quebec, Que.
88,284	Pomona	Brockville	1877	Bristol, R.I., U.S.A.	"	42	5	8	6	3	2	5	3	V. H. Moore, M.D., Brockville, Ont.
111,864	Pontiac	Ottawa	1901	Arnprior, Ont.	Wheels—A roues	86	7	16	0	6	7	116	97	H. F. McLellan and Claude McLachlin, Arnprior, Ont.
100,687	Popeum	New Westminster	1894	Popeum, B.C.	"	50	0	12	0	3	5	13	8	W. Knight, Popeum, B.C.

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Gross. Brut.)	Register. Registre.		
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.				
90,765	Port Elgin Queen.	Goderich	1886	Port Elgin, Ont.	Screw—A hélice	52 4	14 4	6 3	37	25	David Porter, Warton, Ont.	
51,534	Powerful	Montreal	1864	Lévis, Que.	Wheels—A roues.	138 0	24 0	9 6	382	189	The Montreal Safe Deposit Co., Montreal, Que.	
94,798	Powerful	Richibucto	1900	Rexton, N. B.	"	54 0	11 0	2 6	29	18	John Jardine, Rexton, N. B.	
103,457	Préfontaine	Montreal	1896 1898	Sorel, Que	Screw—A hélice	141 6	23 0	8 0	654	410	Wm. Paul, jr., Sorel, Que.	
103,652	Premier	Winnipeg	1896	Selkirk, Man.	"	126 0	22 0	8 9	414	232	Dominion Fish Co., Ltd., Win- nipeg, Man.	
94,990	Primrose.	Toronto	1890	Toronto, Ont.	Wheels—A roues.	140 2	28 2	6 8	189	119	The Toronto Ferry Co., Ltd., To- ronto, Ont.	
107,594	Primrose.	Owen Sound	1899	Owen Sound, Ont.	Screw—A hélice	53 0	11 8	5 4	23	16	M. McInnis, Meaford, Ont.	
	Prince Alfred	Kingston	1867	Brockville, Ont.	"	60 2	10 8	5 0	20	10	Mrs. S. E. Miller, Gore Bay, Ont.	
80,955	Prince Edward Ferry.	Pictou, Ont.	1885	Deseronto, Ont.	Wheels—A roues.	50 8	18 4	3 0	18	12	Wm. Powles, Deseronto, Ont.	
	Princess	Montreal	1872	Montreal, Que.	"	141 9	22 4	7 8	527	298	Ottawa River Navigation Co., Montreal, Que.	
107,199	Princess	Winnipeg	1897	Rat Portage, Ont.	Screw—A hélice	26 0	7 4	4 4	8	4	Jas. M. Sherman, <i>et al.</i> , Rat Port- age, Ont.	
78,006	Princess	"	1881	Winnipeg, Man.	"	146 5	25 0	9 6	405	229	The Northwest Navigation Co., Ltd., Winnipeg, Man.	
103,505	Princess	Charlottetown	1900	Selkirk "	"	165 0	26 0	17 7	542	252	The Charlottetown Steam Nav. Co., Ltd., Charlottetown, P. E. I.	
107,202	Princess Helen.	Winnipeg.	1898	Wakefield, G. B.	"	22 4	6 5	2 4	2	1	A. J. Tempest, Edmonton, N. W. T.	



## SESSIONAL PAPER No. 21b

72,682	Princess Louise	Victoria	1869	New York, U.S.A.	Stern wheel—Roue à l'arrière.	30 0	13 0	932	544	Canadian Pacific Navigation Co., Ltd., Victoria, B.C.
77,903	Princess Louise	Cornwall	1879 1888	Ogdensburg, N.Y., U.S.A.	Screw—A hélice	67 7	13 0	4 2	26	18 A. Smallman, Dundee, Que.
77,634	Princess Louise	Kingston	1879	Wolfe Island, Ont.	"	94 0	18 5	4 9	115	71 Eden A. Johnson, L'Original, Ont.
109,860	Princess May	Vancouver	1888	Newcastle-on-Tyne, G.B.	"	249 0	33 2	17 7	1394	697 Canadian Pacific Ry., Montreal, Que.
103,646	Priscilla	Toronto	1897	Kingston, Ont.	"	53 2	9 2	4 6	20	14 Priscilla Steam Yacht Co., Ltd., Toronto, Ont.
107,724	Proctor	Vancouver	1900	Nelson, B.C.	"	65 0	14 4	5 2	43	29 Canadian Pacific Railway Co., Montreal, Que.
107,865	Prospector	Dawson	1901	White Horse, Y.T.	Stern wheel—Roue à l'arrière.	110 9	22 2	4 5	263	165 R. P. McLellan, Dawson, Y.T.
111,819	Psyche	Vancouver	1901	Vancouver, B.C.	Screw—A hélice	28 4	6 4	2 9	3	2 Chas. Whitey, Vancouver, B.C.
111,923	Puritan	Toronto	1901	Holland, U.S.A.	"	41 4	6 8	3 0	6	4 Priscilla Steam Yacht Co., Ltd., Toronto, Ont.
96,899	Quadra	Ottawa	1891	Paisley, G.B.	"	174 5	31 0	12 6	573	265 The Minister of Marine and Fisheries, Ottawa, Ont.
Quebec	Montreal	1865	Sorel, Que.	Wheels—A roues	282 6	34 0	11 7	2656	1273	The Montreal Safe Deposit Co., Montreal, Que.
96,916	Quebec	Kingston	1867	Bedford Mills, Ont.	Screw—A hélice	110 2	23 4	5 1	108	60 H. F. Cumming, Cornwall, Ont.
107,619	Queen	Ottawa	1899	North Bay, Ont.	"	50 2	9 3	4 8	15	12 R. Farries et al., North Bay, Ont.
103,956	Queen	Montreal	1897	Valleyfield, Que.	"	121 2	22 4	7 0	332	192 Samuel Judson, St. John, N.B.
92,335	Queen	Quebec	1886	Lévis, Que.	"	117 0	31 6	14 8	367	249 The Quebec and Lévis Ferry Co., Ltd., Quebec, Que.
85,517	Queen	Toronto	1883	Roach's Point, Ont.	"	35 7	8 5	3 5	7	5 Thomas Ellis, Roach's Point, Ont.
78,015	Queen	Winnipeg	1883	Rat Portage, Ont.	"	49 5	9 0	4 2	32	19 The Ontario and Western Lumber Co., Ltd., Rat Portage, Ont.
100,638	Queen	New Westminster	1894	Kamloops, B.C.	Wheels—A roues	70 0	12 8	3 6	77	49 Mrs. Antoinette Le M. Saucier, Kamloops, B.C.
103,482	Queen City	Victoria	1894	Vancouver, B.C.	Screw—A hélice	116 0	27 0	10 0	391	244 Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
90,567	Queen of the Isles	Toronto	1885	Orillia, Ont.	"	72 0	10 0	4 3	40	27 Muskoka Leather Co., Ltd., Toronto, Ont.
107,861	Quick	Dawson	1900	Dawson, Y.T.	Stern wheel—Roue à l'arrière.	60 0	11 0	3 0	67	61 Thos. Shaw, Dawson, Yukon Territory.
85,571	Quiddy	St. John, N.B.	1883	Portland, N.B.	Wheels—A roues	62 3	12 0	4 9	31	19 R. S. Orcherd, St. John, N.B.
96,895	Quinze	Ottawa	1891	Montreal, Que.	Screw—A hélice	53 0	13 0	5 3	32	26 F. W. Avery, Ottawa, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
						Ft. inches. Pieds. Pouces.	Ft. inches. Pieds. Pouces.	Ft. inches. Pieds. Pouces.				
107,481	R. A. McLean . . .	Sault Ste. Marie . . .	1873	Muskegon, Mich., U.S.A.	Screw—A hélice . . .	49 0	13 2	5 1	30	14	Mrs. Margaret McLean, Sault Ste. Marie, Ont.	
	R. B. McPherson . . .	Goderich . . .	1872	Goderich, Ont . . .	" . . .	53 9	11 0	5 9	30	20	Jas. Morrow, Collingwood, Ont.	
100,125	R. C. Brittain . . .	Wallaceburg . . .	1877	Toledo, O., U.S.A. . . .	" . . .	142 2	24 0	8 0	213	140	Wm. Scott, Wallaceburg, Ont.	
77,716	R. F. Child . . .	" . . .		" . . .	" . . .	35 5	8 2	4 0	5	3	H. D. Gamble, Toronto, Ont.	
111,971	R. H. Dobson . . .	Saugeen . . .	1902	Goderich, Ont . . .	" . . .	75 0	14 7	6 9	44	30	Dobson & McLeod, Southampton, Ont.	
111,853	R. J. Morrell . . .	Owen Sound . . .	1901	Meaford, Ont. . . .	" . . .	68 0	13 0	6 5	40	27	Jas. Pilgrim, Meaford, Ont.	
103,875	R. P. Flower . . .	Montreal . . .	1883	Watertown, N.Y., U.S.A.	" . . .	56 2	10 0	3 0	15	10	Arthur Marcotte, Sorel, Que.	
85,316	R. P. Rithet . . .	Victoria . . .	1882	Victoria, B.C. . . .	Stern wheel—Roue à hélice. l'hélice.	177 0	33 6	8 5	817	68	Canadian Pacific Navigation Co., Ltd., Victoria, B.C.	
83,154	R. Anglin . . .	Belleville . . .	1869	Kingston, Ont. . .	Screw—A hélice . . .	97 3	22 9	5 4	97	52	R. F. Holcomb, Ottawa, Ont.	
100,935	R. Hurdman . . .	Ottawa . . .	1892	Kipewewa, Que . . .	" . . .	103 0	19 7	6 6	93	68	A. Lumsden, Ottawa, Ont.	
88,520	R. Watts . . .	Hamilton . . .	1887	Hamilton, Ont. . .	" . . .	24 8	6 5	3 8	27	18	Robert Watts, Hamilton, Ont.	
88,370	Rainbow . . .	Victoria . . .	1884	Victoria, B.C. . . .	" . . .	108 0	18 4	6 7	207	140	Canadian Pacific Navigation Co., Ltd., Victoria, B.C.	
103,926	Rainbow . . .	Peterborough . . .	1898	Birdsall, Ont . . .	" . . .	71 4	11 7	3 7	51	34	Francis Burnett, Birdsall, Ont.	
90,725	Ralph E. S. . . .	Halifax . . .	1886	Mathone Bay, N.S. . . .	" . . .	56 0	13 2	6 2	27	19	J. A. Gray, Sambro, N.S.	

## SESSIONAL PAPER No. 21b

107,591 Rambler.....	Owen Sound.....	1898	Owen Sound, Ont.	.....	48 2	8 8	5 0	6	4	Waterous Engine Co., Ltd., Brantford, Ont.
103,655 Rambler.....	Winnipeg.....	1896	Rat Portage, Ont.	.....	46 7	10 4	4 5	26	18	J. S. Whiting, et al., Rat Portage Ont.
107,180 Rambler.....	Port Arthur.....	1891	Superior, Wis., U.S.A.	.....	30 0	9 0	4 0	6	3	Geo. A. McLaurin, Savanne, Ont.
111,932 Rambler.....	Lindsay.....	1901	Lindsay, Ont.	.....	38 0	8 0	3 3	9	8	Alex. Cullon, Lindsay, Ont.
107,253 Ramona.....	New Westminster.....	1896	Portland, Ore., U.S.A.	.....	178 2	25 0	4 4	251	209	Western Steamboat Co., Ltd., New Westminster, B.C.
97,127 Randolph.....	Quebec.....	1890	Quebec, Que	.....	42 2	11 4	4 0	17	4	Mrs. Sarah C. Malone, Trois Rivières, Que.
103,259 Randolph.....	St. John, N.B.....	1894	St. John, N.B.	.....	38 3	10 3	3 3	9	6	Fredericton Boom Co., Frederic- ton, N.B.
..... Ranger.....	Port Hope.....	1884	Lindsay, Ont.	.....	74 0	13 0	5 0	53	40	Geo. Crandell, Lindsay, Ont.
94,841 Ranger.....	Windsor, Ont.....	1888	Walkerville, Ont	.....	44 4	7 5	3 7	8	5	Wm. Parker, Sandwich, Ont.
92,395 Ranger.....	Deseronto.....	1888	Kingston, Ont.	.....	46 5	10 6	4 3	14	8	The Rathbun Co., Deseronto, Ont.
100,050 Recluse.....	Brockville.....	1898	New York, U.S.A	.....	18 5	8 3	2 1	3	2	E. H. Bissett, Brockville, Ont.
88,471 Red River.....	Winnipeg.....	1882	Winnipeg, Man.	.....	125 0	26 0	6 8	165	113	Northwest Nav. Co., Ltd., Win- nipeg, Man.
90,787 Red Star.....	Victoria.....	1887	Victoria, B.C.	.....	33 0	9 0	3 0	15	10	M. P. Reid, Kaslo, B.C.
94,805 Red Star.....	".....	1888	Enderby, B.C.	.....	57 0	14 0	3 0	37	23	R. P. Rithet, Victoria, B.C.
88,499 Regina.....	Winnipeg.....	1885	Winnipeg, Man.	.....	32 0	8 5	4 5	7	5	J. D. Johnson, Rat Portage, Ont.
100,654 Reginald.....	Samia.....	1894	Garden Island, Ont	.....	120 6	20 0	9 7	186	13	A. A. Wright, Toronto, Ont.
88,561 Reindeer.....	Kingston.....	1884	Kingston, Ont.	.....	74 0	17 2	5 3	58	34	Mrs. Henrietta Collier, Frede- ricksburg, Ont.
85,281 Reliance.....	Deseronto.....	1881	Deseronto, Ont	.....	120 0	23 5	9 0	239	169	The Rathbun Co., Deseronto, Ont.
97,115 Reliance.....	Collingwood.....	1892	Collingwood, Ont.	.....	124 0	23 0	11 6	311	182	The Midland Towing & Wreck- ing Co., Ltd., Midland, Ont.
103,166 Reliance.....	Vancouver.....	1897	New Westminster, B.C.	.....	54 0	12 4	6 1	36	25	Anglo-British Columbia Packing Co., Ltd., London, Eng.
84,842 Relief.....	Quebec.....	1865	Mystic, Conn., U.S.A.	.....	116 0	30 0	15 3	381	193	Antoine Gagnon, Quebec, Que.
71,116 Rescue.....	Collingwood.....	1879	Collingwood, Ont.	.....	56 0	13 5	6 0	20	17	Richard Power, M.O., Victoria Harbour, Ont.
92,573 Rescue.....	Halifax.....	.....	.....	.....	104 0	21 8	7 5	124	85	Max. Sessenwein, Montreal, Que.
92,439 Rescue.....	Toronto.....	1886	Toronto, Ont.	.....	41 0	8 7	4 2	7	5	Mrs. Mary C. McMurchy and Alicia C. McMurchy, J. O., Toronto, Ont.
88,244 Rescue.....	Deseronto.....	1885	Deseronto, Ont.	.....	62 0	16 0	7 0	52	36	The Rathbun Co., Deseronto, Ont.



## ALPHABETICAL LIST of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.	
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
88,241	Resolute	Deseronto	1883	Deseronto	Screw—A helice.	136 6	37 8	10 3	372	262	The Rathbun Co., Deseronto, Ont.
111,868	Reta	Ottawa	1902	Britannia, Ont.	"	35 5	8 6	2 6	2	1	W. H. Rowatt, Ottawa, Ont.
107,589	Retta	Lindsay	1899	Lindsay, Ont.	"	29 0	5 2	2 0	2	1	Joseph Brown, Lindsay, Ont.
111,777	Revelstoke	Victoria	1902	Nakusp, B.C.	Stern wheel—Roue à l'arrière.	126 9	22 7	4 3	309	179	Revelstoke Nav. Co., Ltd., Revelstoke, B.C.
69,613	Rhoda	Quebec	1874	Lévis, Que.	Wheels—A roues.	131 6	23 0	10 1	182	59	J. H. Dorion, Chateau Richer, Que.
77,576	Rhoda May	Montreal	1877	Messina, N.Y., U.S.A.	Screw—A helice.	50 0	9 8	4 5	18	12	A. P. Ross, Cornwall, Ont.
94,882	Richard	"	1890	Sorel, Que.	"	148 6	28 3	12 4	466	279	E. W. Hickey, North Sydney, N.S.
33,476	Richelieu	Ottawa	1845	Montreal, Que.	Wheels—A roues.	130 5	18 3	7 1	167	87	S. Fligate, Montreal, Que.
92,614	Richmond	Winnipeg	1887	Thunder Bay, Ont.	Screw—A helice.	39 4	11 0	4 8	14	10	Joseph Brinson, Port Arthur, Ont.
96,920	Rideau King	Kingston	1893	Kingston, Ont.	"	107 0	23 4	6 0	266	197	The Rideau Lake Navigation Co. Ltd., Kingston, Ont.
107,742	Rideau Queen	"	1900	"	"	108 0	27 3	6 9	351	196	"
107,855	Rideout	Dawson	1898	Stockton, Cal., U.S.A.	Stern wheel—Roue à l'arrière.	150 0	32 0	4 0	278	26	A. J. Smilie, Dawson, Yukon Territory.
111,946	Riffle	New Westminster	1902	Kamloops, B.C.	"	45 0	11 3	3 5	37	23	Geo. Brown, M.O., Kamloops, B.C.
116,212	Ripple	Quebec	1902	Quebec, Que.	Screw—A helice.	39 6	9 5	4 5	13	9	John S. Thom, Quebec, Que.
112,047	Ripple	St. Catharines	1902	St. Joseph, Mich., U.S.A.	"	15 4	5 3	3 7	2	1	J. P. Gibbons, Port Colborne, Ont.

## SESSIONAL PAPER No. 216

790,522	Ripple.....	Chatham, Ont	1884	Chatham, Ont.....	"	43 6	10 0	3 9	15	11 R. E. Moore, Lion's Head, Ont.
72,557	Ripple.....	Kingston.....	1874	Portsmouth, Ont.....	"	38 0	8 6	3 3	13	10 C. Warren, Pembroke, Ont.
77,993	Ripple.....	Ottawa.....	1878	Hull, Que.....	"	43 9	8 8	4 6	16	10 W. H. Wylie, Carleton Place, Ont.
97,118	Ripple.....	Collingwood.....	1892	Collingwood, Ont.....	"	32 0	8 0	3 7	5	4 Peter Chesterfield, Richard's Landing, Ont.
66,064	Rival.....	Kingston.....	1873	St. Colombe, Que.....	Wheels—A routes.....	120 0	23 0	8 4	125	36 C. M. Roys, Kingston, Ont.
96,894	River Belle.....	Ottawa.....	1891	Chalifeau Ling, Que.....	Screw—A helice.....	40 0	8 5	4 5	14	11 Daniel Johnson, Combermere, Ont.
100,335	Rivière du Loup.....	Montreal.....	1873 } 1895 }	Sorel, Que.....	Wheels—A routes.....	104 8	22 7	4 6	199	130 F. X. Allard, St. Joachim, Que.
111,915	Rob Roy.....	Toronto.....	1899	Pefferlaw, Ont.....	Screw—A helice.....	30 0	7 5	3 0	5	3 Edward Muir, Sutton, Ont.
111,585	Rob Roy.....	Peterborough.....	1900	Peterborough, Ont.....	"	31 0	7 1	3 0	5	3 Robert M. Roy, Peterborough, Ont.
100,732	Rob Roy.....	Windsor, N.S.....	1892	Mount Denison, N.S.....	"	52 0	10 2	5 0	14	10 T. W. McKinley and W. H. McKinley, Mount Denison, N.S.
77,830	Robbie Burns.....	Halifax.....	1876	Dartmouth, N.S.....	"	72 4	25 0	7 0	89	73 W. Beazley and H. Beazley, Ferguson's Cove, N.S.
85,320	Robert Dunsmuir.....	New Westminster.....	1883	New Westminster, B.C.....	"	105 0	17 5	6 7	232	146 William Rogers, M.O., New Westminster, B.C.
107,419	Robert Mackay.....	Montreal.....	1899	Lévis, Que.....	"	79 2	17 6	11 9	129	87 Harbour Commissioners of Montreal, Montreal, Que.
75,651	Robert Stoker.....	Quebec.....	1877	Quebec, Que.....	"	36 2	9 9	5 0	14	2 Mrs. Marie Vadeboncoeur, Sorel, Que.
85,494	Rock.....	Collingwood.....	1883	Midland, Ont.....	"	43 6	11 8	6 8	14	10 James Anderson, M.O., Midland, Ont.
107,879	Rockaway.....	Lindsay.....	1901	Lindsay, Ont.....	Wheels—A routes.....	36 6	6 5	2 5	7	5 T. H. DeCew, Fenlon Falls, Ont.
107,216	Rocket.....	Winnipeg.....	1899	Selkirk, Man.....	Screw—A helice.....	76 0	15 0	6 8	56	21 J. W. Simpson, Selkirk, Man.
85,358	Rockland.....	Ottawa.....	1882	Rockland, Ont.....	"	65 5	16 0	9 2	78	50 J. Berthiaume, Gatineau Point, Que. (b)
92,542	Rodolphe.....	Montreal.....	1885	Sorel, Que.....	Wheels—A routes.....	100 7	29 4	5 2	116	72 Louis Tourville, Montreal, Que.
111,609	Rosa.....	"	1902	St. Hyacinthe, Que.....	"	45 7	12 1	6 0	26	16 Mrs. Louisa Blanchard, St. Hyacinthe, Que.
83,151	Rosamond.....	Belleville.....	1883	Belleville, Ont.....	Screw—A helice.....	48 0	9 5	4 9	23	15 Jas. F. Canniff, Toronto, Ont.
111,655	Rose Emma.....	Montreal.....	1900	St. Gabriel de Brandon, Que.....	"	44 6	9 0	4 2	11	7 St. Gabriel Lumber Co., Ltd., Montreal, Que.
95,265	Rosedale.....	Toronto.....	1888	Sunderland, G.B.....	"	246 1	35 0	21 1	1597	977 The St. Lawrence & Chicago Steam Nav. Co., Ltd., Toronto, Ont.
103,565	Rosemount.....	Montreal.....	1896	Bill Quay, G.B.....	"	245 0	41 0	18 4	1580	989 The Montreal Transportation Co., Montreal, Que.
111,600	Roseneath.....	"	1901	Racine, Wis., U.S.A.....	"	20 0	5 5	2 6	1	1 Francois R. F. Brown, Montreal, Que.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Brut.		
					Ft. 10ths	Ft. 10ths	Ft. 10ths			
107,177	Rosey May	Port Arthur	1898 Rossport, Ont.	Screw—A helice.	28 0	8 0	3 0	4	2	George Gerard, Nepigon, Ont.
100,670	Rosina	Kingston	Cowes, Isle of Wight, G.B.	"	29 5	6 1	2 8	2	2	L. B. Howland, Brockville, Ont.
80,588	Rosseau	Toronto	1880 Gravenhurst, Ont.	"	70 0	11 6	5 0	53	36	The Snider Lumber Co., Ltd., Toronto, Ont.
107,142	Rossland	Vancouver	1897 Nakusp, B.C.	Stern wheel—Roue à l'arrière.	183 4	29 1	7 0	884	532	Canadian Pacific Ry. Co., Montreal, Que.
107,442	Rothsay	"	1898 New Westminster, B.C.	Wheels—A roues.	144 0	30 0	5 0	553	348	Rothsay Shipping Co., Ltd., Vancouver, B.C.
92,284	Rover	Owen Sound	1877 Owen Sound, Ont.	Screw—A helice.	60 2	13 5	7 0	51	35	E. H. Horsey, Owen Sound, Ont.
97,168	Rover	Victoria	1891 Nanaimo, B.C.	"	30 0	8 0	3 0	7	4	John D. Foreman, Nanaimo, B.C.
103,385	Rover	Winnipeg	1895 Keewatin, Ont.	"	39 7	9 9	3 9	8	5	Dominion Fish Co. Ltd., Winnipeg, Man.
103,692	Rover	Sault Ste. Marie	1893 Bay City, Mich, U.S.A.	"	30 6	7 8	2 8	6	3	Blind River Towing Co., Blind River, Ont.
107,363	Roy	Toronto	1898 Victoria Harbour, Ont.	"	31 0	8 1	3 7	6	4	August Groppe, Penetanguishene, Ont.
88,542	Ruby	Kingston	1879 Garden Island, Ont.	"	23 4	5 6	2 5	2	1	Chas. Stewart, Lansdowne, Ont.
77,702	Ruby	Brockville	1878 Brockville, Ont.	"	70 0	15 0	5 0	72	44	John Ellison, Port Stanley, Ont.
111,582	Ruby	Peterborough	1893 Peterborough, Ont.	"	32 0	6 7	3 5	7	5	H. E. Ford, Norwood, Ont.
111,990	Rupert	Vancouver	1900 Hong Kong, China.	"	24 5	4 6	3 6	3	2	W. H. Armstrong, Vancouver, B.C.



## SESSIONAL PAPER No. 21b

75,660	Rupert.	Quebec.	1877	Quebec, Que.	Wheels—A roues.	147 0	25 5	10 4	512	292	W. E. Cornell, Toronto, Ont.
103,848	Russell.	Ottawa.	1896	Rockland, Ont.	Screw—A hélice.	79 8	17 0	7 0	76	45	W. C. Edwards & Co., Ltd., Rockland, Ont.
97,133	Rustler.	Chatham, N.B.	1891	Newcastle, N.B.	Wheels—A roues.	97 4	20 6	4 6	102	64	John Russell, M.O., Newcastle, N.B.
107,518	Ruth.	Victoria	1898	Lake Bennett, B.C.	"	50 0	15 0	3 0	52	33	Adm. Transportation Co., Ltd., Victoria, B.C.
103,649	Ruth.	Kingston.	1899	Kingston, Ont.	Screw—A hélice.	59 3	13 7	7 0	36	18	John D. Reid, Cardinal, Ont.
111,984	Ruth.	Vancouver.	1902	Port Moody, B.C.	"	70 7	17 8	7 4	71	48	T. J. Kiekham, Vancouver, B.C.
112,177	S. W. Marchmont.	Toronto.			"	97 0	16 0	5 5	89	60	S. W. Marchmont, Toronto, Ont.
88,364	Saanich.	Victoria	1882	Victoria, B.C.	Stern wheel—Roue à l'arrière.	82 0	17 0	4 1	66	35	M. D. McLennan, Victoria, B.C.
100,497	Sadie.	"	1892	"	Screw—A hélice.	68 0	14 8	7 4	49	29	L. F. Sinclair, M.O., Victoria, B.C.
111,540	Saga.	Vancouver.	1876	Gottenburg, Sweden.	"	135 8	20 8	10 6	252	172	Donald G. Macdonald, Vancouver, B.C.
69,524	Saginaw.	Sarnia.	1873	Port Huron, Ont.	"	142 0	25 5	10 4	357	243	The Great Lakes Towing Co., Ltd., Sarnia, Ont.
100,355	Saguenay.	Montreal.	1891	Sorel, Que.	Wheels—A roues.	219 0	28 4	11 0	992	593	The Montreal Safe Deposit Co., Montreal, Que.
107,208	St. Alphonse.	Winnipeg.	1897	Fort Smith, N.W.T.	Screw—A hélice.	54 0	10 5	4 8	25	15	Rc. Rev. Emile Grouard, Fort Chipewyan, N.W.T.
85,691	St. Andrew.	Chatham, N.B.	1883	Chatham.	"	92 5	19 3	6 9	77	52	J. B. Snowball Co., Ltd., Chatham, N.B.
71,636	Saint Anne.	Montreal.	1875	Montreal, Que.	"	72 0	12 0	5 6	25	18	E. A. Hodgson, Hudson, Que.
100,716	St. Anne.	"	1889	Sorel, Que.	"	44 1	9 4	3 0	14	10	F. X. Crepeau, Sorel, Que.
107,405	St. Antoine.	"	1898	St. Antoine, Que.	"	51 4	8 9	3 4	14	10	Ferdinand Fecteau, St. Antoine, Que.
61,167	Saint Catharine.	Quebec.	1870	Buffalo, N.Y., U.S.A.	"	37 0	9 0	4 9	12	8	F. Mercier, Beauport, Que.
111,618	St. Charles.	"	1901	Quebec, Que.	"	46 8	11 0	5 6	23	16	Gabriel Picard, Quebec, Que.
107,246	St. Clair.	Vancouver.	1898	New Westminster, B.C.	"	78 0	17 0	7 0	68	46	G. H. French and C. E. Robertson, Vancouver, B.C.
75,637	St. Clair Flat.	St. Catharines	1867	Algonac, Mich., U.S.A.	"	41 0	13 0	3 9	17	11	David Foster, Port Burwell, Ont.
80,731	St. Croix.	Quebec.	1890	St. Nicholas, Que.	Wheels—A roues.	125 1	26 0	8 6	506	318	F. Boisvert, Ste. Croix, Que.
71,620	St. Francis.	Montreal.	1875	Montreal, Que.	Screw—A hélice.	80 0	17 0	7 8	56	38	The Minister of Public Works, Ottawa, Ont.
90,538	St. George.	"	1886	Sorel, Que.	"	61 5	12 3	6 0	21	14	F. B. McNamee, Montreal, Que.

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Registré.	
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.			
100,690	St. George	Montreal	1892	Montreal, Que.	Screw—A hélice	77 1	15 5	7 6	68	29	Dickson Anderson, Montreal, Que.
88,317	St. George	Quebec	1885	Quebec, Que.	"	37 0	10 0	4 0	13	9	Wilbrod Jalbert, Quebec, Que.
107,790	St. George	Ottawa	1893	Simcoe, Ont.	Wheels—A roues	37 0	15 7	3 6	17	9	Geo. H. Perley, Ottawa, Ont.
103,937	St. George	Chatham, N.B.	1897	Chatham, N.B.	"	114 6	25 1	12 3	278	175	J. B. Snowball Co., Ltd., Chatham, N.B.
112,039	St. Henri	Quebec	1900	St. Henri, Que.	Screw—A hélice	84 6	19 9	7 2	101	68	William Price, Quebec.
103,290	St. Isidore	Chatham, N.B.	1895	Chatham, N.B.	Wheels—A roues	96 2	23 1	5 5	142	89	J. B. Snowball Co., Ltd., Chatham, N.B.
74,209	St. James	Montreal	1875	Montreal, Que.	Screw—A hélice	76 0	17 0	8 2	91	55	The Sincennes McNaughton Line, Ltd., Montreal, Que.
112,007	St. Joe	Port Arthur	1902	Port Arthur, Ont.	"	70 0	24 0	5 7	118	80	Jos. Servais, Port Arthur, Ont.
64,580	St. John	St. John, N.B.	1871	Portland, N.B.	"	55 7	15 6	8 1	47	32	W. B. Dever, Sherbrooke, N.S.
107,215	St. Joseph	Winnipeg	1893	Fort Chipewyan, N.W.T.	Wheels—A roues	59 0	9 5	4 6	27	16	Re. Rev. Emile Grouard, Fort Chipewyan, N.W.T.
88,572	St. Julian	Kingston	1884	Kingston, Ont.	Screw—A hélice	48 0	8 6	4 0	20	14	J. H. Davis, Gananoque, Ont.
103,942	St. Kilda	Chatham, N.B.	1898	Chatham, N.B.	Wheels—A roues	65 2	18 0	4 0	56	35	J. B. Snowball Co., Ltd., Chatham, N.B.
80,735	St. Laurent	Montreal	1880 1900	St. Nicholas, Que. Montreal	"	126 0	24 7	7 8	546	613	Jos. Langlois, Montreal, Que.
71,716	St. Lawrence	Halifax	1875	Renfrew, C.B.	Screw—A hélice	169 1	30 0	13 3	467	290	Minister of Public Works, Ottawa, Ont.





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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Registered. Réglistré.	
107,451	Sandon	Vancouver	1898	Roseberry, B.C.	Screw—A hélice	76 0	16 9	6 2	97	66	Canadian Pacific Railway Co., Montreal, Que.
94,888	Sandy	Montreal	1887	Sumnerstown, Ont	"	61 0	10 0	5 8	30	20	Hugh F. Cumming, Cornwall, Ont.
108,218	Sarah Agnes	Ottawa		Carleton Place, Ont.	"	25 4	6 3	7 2	2	2	Isaac Hunter, Hunter's Point, Que.
77,627	Sarah Daly	Kingston	1869	Buffalo, N.Y., U.S.A.	"	49 6	13 3	5 6	25	17	John Jesmer sr., Cornwall, Ont.
71,141	Sarah E. Day	Goderich	1872	"	"	35 0	6 8	3 3	5	4	W. M. Tyson, Wiarton, Ont.
90,375	Sarama	Toronto	1886	Racine, Wis., U.S.A.	"	25 6	5 5	1 8	2	1	Henry S. Osler, Toronto, Ont
96,734	Sarcelle	Chatham, N.B.	1890	Douglastown, N.B.	"	51 0	11 4	5 4	22	15	E. Hutchison, Douglastown, N.B.
96,853	Sarnia	Sarnia	1901	Sarnia, Ont.	"	66 8	21 0	11 0	85	58	Ellen Reid, Sarnia, Ont.
88,380	Saturna	Vancouver	1885	Victoria, B.C.	"	48 0	12 0	5 6	22	15	R. W. Gordon, Vancouver, B.C.
92,305	Saucy Jim	Collingwood	1887	Meaford, Ont	"	84 0	16 6	8 0	93	63	Francis Scott, Collingwood, Ont.
83,376	Scintilla	Toronto	1884	Pickering, Ont.	"	27 0	7 8	2 7	4	3	W. W. Sparks, Township of Pickering, Ont.
107,463	Scotch Lassie	Lindsay	1894	Lindsay, Ont.	"	25 3	5 0	2 0	2	1	Jas. C. Appleby, Lindsay, Ont.
96,818	Scotch Thistle	Sault Ste. Marie	1893	Little Current, Ont.	"	48 6	12 3	4 6	17	10	C. Anderson, Little Current, Ont.
83,437	Scotia	Windsor, N.S.	1883	Hantsport, N.S.	"	73 0	15 3	7 5	42	28	J. W. Churchill and G. W. Church- hill, J.O., Hantsport, N.S.

## SESSIONAL PAPER No. 216

71,073	Scotia.....	Amherstburg.....	1875	England.....	"	....	44	5	10	0	4	9	13	9	W. H. McEvoy, Amherstburg, Ont.
107,829	Scotia.....	Victoria.....	1899	Atlin Lake, B.C.....	Stern wheel—Route à l'arrière.	80	0	19	0	3	5	214	135	John Irving Navigation Co., Ltd., Victoria, B. C.	
111,805	Scotia.....	Ottawa.....	1900	Walker-on-Tyne, G. B.....	Screw—A hélice.....	254	0	46	2	16	5	1461	324	Minister of Railways and Canals, Ottawa, Ont.	
107,755	Scout.....	Charlottetown.....	1900	Murray Harbour, P. E. I.....	"	35	0	9	8	5	0	9	4	Daniel Davies, Charlottetown P. E. I.	
112,396	Scout.....	Ottawa.....	1900	Cardinal, Ont.....	"	75	4	25	6	8	2	173	94	Minister of Marine and Fisheries, Ottawa, Ont.	
.....	Seagull.....	Port Hope.....	1859	Bridgenorth, Ont.....	Wheels—A roues.....	100	0	13	5	3	9	60	49	S. Kelly, Bridgenorth, Ont.	
103,207	Sea Bird.....	Halifax.....	1896	Liverpool, N. S.....	"	67	5	16	6	6	8	41	28	Harry E. Baker, Gabarouse, N. S.	
85,516	Sea Flower.....	Toronto.....	1883	Toronto, Ont.....	"	35	2	9	0	4	0	7	5	John McL. Stevenson, Barrie, Ont.	
51,682	Sea Gull.....	Sarnia.....	1862	Marine City, Michigan, U. S. A.....	"	51	2	14	0	5	2	51	35	Henry Bell, Sault Ste. Marie, Ont.	
100,941	Sea Gull.....	Collingwood.....	1893	Port Severn, Ont.....	"	32	9	8	9	4	0	9	6	D. Moreau, Port Severn, Ont.	
100,924	Sea Gull.....	Ottawa.....	1888	Ottawa, Ont.....	"	27	9	7	4	4	0	3	2	T. Eli Boulton, Hull, Que.	
107,458	Sea Gull.....	Vancouver.....	1898	Vancouver, B. C.....	"	25	5	7	4	2	5	3	2	Zachariah Simpson, Vancouver, B. C.	
66,960	Sea King.....	St. John, N. B.....	1862	East Haddam, U. S. A.....	"	88	0	20	4	8	5	129	87	Tapley Bros., St. John, N. B.	
96,874	Sea King.....	Goderich.....	1892	Goderich, Ont.....	"	58	0	13	6	5	2	26	17	Dominion Fish Co., Ltd., Winnipeg, Man.	
103,158	Sea Lion.....	Vancouver.....	1896	Vancouver, B. C.....	"	26	2	7	8	3	9	6	4	A. Morrison, Vancouver, B. C.	
100,230	Sea Mew.....	Halifax.....	1886	Halifax, N. S.....	"	29	6	6	6	2	8	3	2	David McPherson, Halifax, N. S.	
96,875	Sea Queen.....	Goderich.....	1892	Goderich, Ont.....	"	52	0	12	1	4	6	18	12	Dominion Fish Co., Ltd., Winnipeg, Man.	
112,263	Seaborn.....	Montreal.....	1898	Palm Beach, Fla., U. S. A.....	Screw—A hélice.....	75	0	10	0	5	0	30	20	E. S. Clouston, Montreal, Que.	
96,872	Seagull.....	Goderich.....	1900	Goderich, Ont.....	"	54	0	12	1	4	6	19	13	Dominion Fish Co., Ltd., Winnipeg, Man.	
100,404	Secret.....	Hamilton.....	.....	.....	"	55	0	8	3	3	6	9	6	J. B. Fairgrieve, Hamilton, Ont.	
94,763	Seguin.....	Owen Sound.....	1890	Owen Sound, Ont.....	"	207	11	34	2	13	0	818	556	W. H. Smith, Toronto, Ont.	
107,095	Selkirk.....	Victoria.....	1898	Victoria, B. C.....	"	95	6	24	0	7	0	142	86	Wm. Grant, Victoria, B. C.	
107,835	Selkirk.....	"	1901	White Horse, Yukon Territory.....	Stern wheel—Route à l'arrière.	167	0	34	0	4	5	777	490	The British Yukon Navigation Co., Ltd., Victoria, B. C.	
103,299	Selkirk.....	New Westminster.....	1895	Kamloops, B. C.....	"	62	0	11	2	3	6	58	37	H. E. Forster, Kamloops, B. C.	
80,902	Senator.....	Vancouver.....	1880	Burrard Inlet, B. C.....	Screw—A hélice.....	51	5	12	0	4	5	28	21	G. T. Legg, Vancouver, B. C.	

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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73,017	Sensation.	Quebec.	1873	Buffalo, N. Y., U. S. A.	Screw—A hélice	37 3	10 2	4 4	15	4	The Minister of Public Works, Ottawa, Ont.	
103,720	Serena E.	Yarmouth.	1899	Liverpool, N. S.	"	54 0	14 0	5 8	25	17	Charles T. White, Sussex, N. B.	
85,495	Seyern	Collingwood	1883	Waukegan, Ont.	"	63 6	15 5	7 4	44	30	Victoria Harbour Lumber Co., Victoria Harbour, Ont.	
90,563	Shamrock	Toronto	1885	Oakville, Ont.	Wheels—A roues	103 2	24 0	35 4	154	101	The Toronto Ferry Co., Ltd., Toronto, Ont.	
92,704	Shamrock	Winnipeg	1890	Big Forks, Rainy River, Ont.	Screw—A hélice	71 5	15 5	4 7	80	55	Clifford Lewis, Keewatin, Ont.	
107,497	Shamrock	Quebec.	1898	Quebec, Que.	"	117 3	25 0	9 7	237	161	Minister of Marine and Fisheries, Ottawa, Ont.	
103,578	Shamrock	Collingwood.	1897	Collingwood, Ont.	"	38 0	10 6	5 2	14	16	John J. Roussin, Port Maitland, Ont.	
107,081	Shanly	Ottawa.	1890	Ottawa, Ont.	"	60 6	15 3	6 7	40	19	The Minister of Railways and Canals, Ottawa, Ont.	
83,199	Shannon	Pictou, N. S.	1886	Pictou, N. S.	"	76 9	17 5	8 0	75	51	C. C. Dawson, Pictou, N. S.	
83,389	Shawanaga.	Toronto.	1882	Penetanguishene, Ont.	"	80 0	17 0	8 5	96	65	C. Beck, Penetanguishene, Ont.	
90,777	Sileo Fly	Windsor, Ont.	1870	Cleveland, Ohio, U. S. A.	"	44 1	12 1	5 7	25	17	Stephen T. Reeves, Windsor, Ont.	
103,640	Shoofly	Ottawa.	1893	Sundridge, Ont.	"	35 0	9 0	3 0	10	8	J. A. Stillar, Callender, Ont.	
92,737	Siesta	Toronto	1888	Toronto, Ont.	"	31 4	7 2	3 3	3	2	Peter Campbell, Beaverton, Ont.	
103,577	Signal	Collingwood.	1896	Collingwood, Ont.	"	82 0	15 8	8 4	94	64	Wm. White, Midland, Ont.	



## SESSIONAL PAPER No. 216

	Toronto	1890	Toronto, Ont.		26 6	5 6	3 0	3	2 H. F. Hodson, Toronto, Ont.
100,767 Silver Wing	Montreal	1893	Montreal, Que	Wheels—A routes	142 2	24 4	8 4	228	129 Sincennes McNaughton Line, Ltd., Montreal, Que.
100,725 Sincennes	"	1897	Glasgow, G. B.	Screw—A hélice	76 9	13 5	7 8	51	33 W. T. Grenfell, London, G. B.
103,233 Sir Donald	Ottawa	1891	Ottawa, Ont.	"	71 0	15 5	6 3	40	10 Ottawa Transportation Co., Ltd., Ottawa, Ont.
96,892 Sir Hector	Winnipeg	1896	Rat Portage, Ont.	"	50 7	13 4	4 5	60	41 J. Harty, Fort Frances, Ont.
103,653 Sir W. C. Van Horn	Owen Sound	1887	Buffalo, N. Y., U.S.A.	"	68 0	14 7	7 6	47	34 Alfred K. Keefe, M.O., Port Arthur, Ont.
92,287 Siskiwit	Brackville	1874	Brooklyn, N. Y., U.S.A.	"	105 0	16 2	4 6	43	27 Hon. Clifford Sifton, Ottawa, Ont.
103,814 Skylark	Vancouver	1897	Roseberry, B.C.	Stern wheel—Roue à l'arrière	155 7	25 2	6 5	578	364 Canadian Pacific Railway Co., Montreal, Que.
103,108 Slocan	Port Stanley	1891	Port Stanley, Ont.	Screw—A hélice	53 0	11 0	4 6	17	10 Jos. Goodwin, Toronto, Ont.
94,713 Snowstorm	Kingston	1900	Kingston, Ont.	"	46 0	10 0	3 8	14	9 J. B. Tudhope, Orillia, Ont.
107,743 Soncie	Montreal	1871	Sorel, Que.	Wheels—A routes	108 9	18 2	4 1	158	89 The Montreal Safe Deposit Co., Montreal, Que.
85,778 Sorel Boy	"	1882	"	Screw—A hélice	47 0	11 0	4 8	11	8 P. Fitzgerald, Quebec, Que.
83,314 South	Quebec	1885	Lévis, Que.	Wheels—A routes	130 3	25 2	9 5	349	220 The Quebec & Lévis Ferry Co., Ltd., Quebec, Que.
29,290 Southern Belle	Halifax	1861	Renfrew, G. B.	"	191 0	18 9	8 4	428	265 David S. Keith, Toronto, Ont.
71,487 Southport	Charlottetown	1874	Summerside, P.E.I.	"	102 0	27 0	9 6	240	186 Chairman of Board of Works, of P.E.I., Charlottetown, P.E.I.
85,530 Southwood	Toronto	1884	Barrie, Ont.	Screw—A hélice	67 5	8 7	4 1	19	13 D. W. Alexander, Toronto, Ont.
107,499 Souvenir	Quebec	1897	Quebec, Que.	"	17 5	4 6	2 2	1	1 E. Ruel, Quebec, Que.
94,887 Sovereign	Montreal	1889	Montreal, Que	Wheels—A routes	162 4	25 5	7 4	636	323 Ottawa River Navigation Co., Montreal, Que.
107,611 Spanish Ranger	Ottawa	1893	Biscotasing, Ont.	"	36 0	16 0	3 4	11	7 R. Booth and P. Shannon, Pembroke, Ont.
90,561 Sparrow	Toronto	1882	Dechesne Creek, Ont.	Screw—A hélice	56 4	13 9	5 6	38	16 John B. Smith, et al., Toronto, Ont.
..... Sparrow	Montreal	1870	Kingston, Ont	"	91 5	22 4	7 3	141	141 Kingston & Montreal Forwarding Co., Kingston, Ont.
92,726 Spartan	Toronto	1887	Toronto, Ont.	"	28 0	6 6	3 0	2	2 Edwin B. Andros, Barrie, Ont.
..... Spartan	Montreal	1865	Montreal, Que.	Wheels—A routes	179 8	28 0	11 0	946	544 The Montreal Safe Deposit Co., Montreal, Que.
103,241 Speed	"	1894	"	Screw—A hélice	52 1	8 7	4 5	16	11 M. S. Foley, Montreal, Que.
90,781 Spithre	Victoria	1886	Victoria, B.C.	"	31 7	8 4	3 5	8	4 Victoria Canning Co. of B. C., Ltd., Victoria, B.C.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.	
						Ft. 100 lbs.	Ft. 100 lbs.	Ft. 100 lbs.			
103,466	Sport.....	Winnipeg.....	1897	Rat Portage, Ont..	Screw—A hélice	36 0	8 0	4 0	16		12 A. Robertson, <i>et al.</i> , Rat Portage, Ont.
92,646	Spray.....	Wallaceburg..	1888	Wilkesport, Ont.....	"	74 0	18 0	6 2	47		32 James Mahafferty, Port Albert, Ont.
90,770	Spray.....	Godenich.....	1888	Kincardine, Ont.....	"	42 1	12 4	4 0	15		10 John McRae, Meaford, Ont.
71,199	Spray.....	Ottawa.....	1874	Brookville, Ont.....	"	60 7	11 7	3 5	42		28 D. B. McDonell, Cambridge, Ont.
100,676	Spray.....	Vancouver.....	1893	Vancouver, B.C.....	"	39 4	8 5	4 3	7		5 Thos. H. Wymond, Vancouver, B.C.
100,727	Spray.....	Montreal.....	1893	Montreal, Que.....	"	100 1	17 0	10 4	107		60 Sincennes McNaughton Line, Ltd., Montreal, Quebec.
103,145	Spray.....	Quebec.....	1882	Quebec, Que.....	"	49 2	12 2	4 2	24		9 J. S. Thom, Quebec, Que.
103,670	Spray.....	Winnipeg.....	1897	Rat Portage, Ont.....	"	32 0	8 2	4 0	9		4 W. A. Coates, Rat Portage, Ont.
85,593	Springfield..	St. John, N.B.....	1882	Woodstock, N.B.....	Wheels—A roues...	111 0	17 4	3 8	233		147 Springfield Steamship Co., Ltd., Springfield, N.B.
103,011	Springhill.....	Parrsboro'.....	1893	St. John, N.B.....	Screw—A hélice	101 7	23 7	10 1	189		96 Cumberland Railway & Coal Co., Montreal, Que.
96,893	Squaw.....	Ottawa.....	1891	Glen Almond, Que...	"	60 0	13 0	5 0	22		18 John W. Short, Rat Portage, Ont.
80,948	Squirrel.....	Chatham, N.B.....	1882	Eel River, N.B.....	"	33 2	9 4	4 3	13		9 Thos. Reid, M.O., Eel River, N.B.
100,677	Staffa.....	Vancouver.....	1893	Vancouver, B.C.....	"	81 5	15 3	6 0	51		35 W. Mackenzie, <i>et al.</i> , Vancouver, B.C.
103,161	Stampede.....	".....	1893	Tacoma, Wash., U.S.A..	"	41 2	8 0	3 9	12		8 Wm. Sully, Vancouver, B.C.

## SESSIONAL PAPER No. 21b

94,630 Stanley.	Ottawa.	1888 Govan, G.B.	"	201 0	32 0	17 9	914	395	The Minister of Marine and Fisheries, Ottawa, Ont.
111,431 Stanley.	Lindsay.	1901 Lindsay, Ont.	Wheels—A routes.	36 6	6 5	2 5	7	5	John A. Ellis, Fenelon Falls, Ont.
112,046 Stanley.	St. Catharines.	1902 Racine, Wis., U.S.A.	Screw—A hélice.	16 2	5 2	3 8	2	1	John H. Stanley, Port Colborne, Ont.
100,042 Star.	Brockville.	1892 Morris Heights, N.Y., U.S.A.	"	18 1	5 2	2 2	1	1	George Reid, Portage du Fort, Que.
107,141 Star.	Vancouver.	1897 Everett, U.S.A.	"	51 5	13 0	2 4	14	9	R. H. Sparling, Vancouver, B.C.
100,699 Star.	Pictou, N.S.	1895 Trenton, N.S.	"	34 4	7 6	4 4	6	4	A. McCann, Wallace, N.S.
80,759 Star of Sea.	Quebec.	1878 Quebec, Que.	"	31 9	9 7	3 8	8	5	Jos. Fluet, Montreal, Que.
107,622 Starling.	Vancouver.	1899 Port Guichenon, B.C.	"	30 0	9 0	3 0	8	5	W. Robertson, Vancouver, B.C.
94,989 Startled Fawn.	Toronto.	1890 Toronto, Ont.	"	60 0	9 1	6 2	25	17	Mrs. Eva Preston, Toronto, Ont., and Phoebe L. Thompson, Belleville, Ont.
90,804 Stella.	Vancouver.	1886 New Westminster, B.C.	"	44 8	8 7	5 0	16	13	Emily M. Darning, New Westminster, B.C.
83,388 Stella.	Toronto.	1879 Kingston, Ont.	"	24 0	8 2	3 5	9	6	Archibald Tate and Jas. G. Tate, Penetanguishene, Ont.
97,116 Stella.	Collingwood.	1892 Collingwood, Ont.	"	44 0	10 0	5 6	16	11	John La Pointe, Spanish Station, Ont.
94,883 Stella.	Montreal.	1888 New York, N.Y., U.S.A.	"	32 0	7 2	3 8	7	5	Maurice Perrault, Montreal, Que.
103,685 Stiletto.	Toronto.	1897 Victoria Harbour, Ont.	"	36 5	8 5	3 4	14	10	F. S. Grise, Midland, Ont.
83,683 Storm King.	Chatham, N.B.	1885 Portland, N.B.	"	83 4	20 2	9 2	108	73	P. Glazier, Lincoln, Sunbury Co., N.B.
75,694 Stormy Petrel.	Quebec.	1878 Quebec, Que.	"	34 2	10 3	3 2	11	8	Leon Aré, Quebec, Que.
77,916 Stranger.	Port Hope.	1880 Lindsay, Ont.	Wheels—A routes.	60 0	12 5	3 2	28	17	F. Crandell, Lindsay, Ont.
103,578 Stranger.	Montreal.	{ 1872 Hammondsport, U.S.A. 1901 Cornwall, Ont.	Screw—A hélice.	74 0	15 2	7 2	65	44	R. Larnour, Cornwall Ont.
103,304 Stranger.	New Westminster.	1895 New Westminster, B.C.	"	46 0	10 6	4 8	21	15	Mrs. Augusta M. Ackerman, New Westminster, B.C.
107,146 Strathcona.	Vancouver.	1898 Vancouver, B.C.	Wheels—A routes.	142 4	30 4	4 0	596	376	Sydney & Nanaimo Trans. Co., Victoria, B.C.
92,695 Sultana.	Winnipeg.	1889 Selkirk, Man.	Screw—A hélice.	142 3	22 7	8 8	358	243	The Northwest Navigation Co., Ltd., Winnipeg, Man.
103,663 Sultana.	"	1894 Rat Portage, Ont.	"	30 0	6 3	3 0	3	3	Sultana Mine of Canada, Ltd., London, Eng.
85,524 Sunbeam.	Toronto.	1884 Port Sandfield, Ont.	"	31 6	7 3	3 2	4	2	John Rogers, Medora, Muskoka, Ont.
90,813 Sunbeam.	Port Hope.	1886 Birdsall, Ont.	"	29 0	8 7	3 2	13	9	Frederick Burnett, Birdsall, Ont.



## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
90,444	Sunbeam.....	Winnipeg.....	1884	Keewatin, Ont.....	Screw—A hélice.....	30 5	5 9	2 7	3		3	2 H. Armstrong, Portage la Prairie, Man.
96,992	Sunbury.....	New Westminster...	1891	New Westminster, B.C.....	"	60 0	12 6	4 8	38		38	26 J. D. Foreman, Vancouver, B.C.
80,998	Superior.....	Port Arthur.....	1881	Owen Sound, Ont.....	"	90 0	18 3	10 0	89		89	71 Jos. Ganley, Port Elgin, Ont.
111,991	Superior.....	Vancouver.....	1901	Ladners, B.C.....	"	57 0	14 0	7 3	44		44	30 G. H. French, <i>et al.</i> , Vancouver, B.C.
111,824	Surprise.....	".....	1901	Vancouver, B.C.....	"	75 7	17 4	6 5	75		75	51 G. H. Cowan, Vancouver, B.C.
96,819	Surprise.....	Sault Ste. Marie.....	1893	Gore Bay, Ont.....	"	49 8	12 0	4 6	19		19	11 W. W. Holden, Gore Bay, Ont.
90,802	Surprise.....	New Westminster...	1885	U.S.A.....	"	31 2	6 9	3 9	14		14	10 Davis Sayward Sawmill & Land Co., Ltd., Victoria, B.C.
103,307	Surprise.....	".....	1896	New Westminster, B.C.....	"	42 0	9 0	4 0	20		20	13 Henry Coulson, M.O., New West- minster, B.C.
94,999	Surrey.....	".....	1890	".....	Wheels—A roues.....	100 0	22 0	6 0	263		263	182 Corporation of City of New West- minster, B.C.
107,569	Susie.....	Parrsboro'.....	1891	Parrsboro', N.S.....	Screw—A hélice.....	57 5	13 5	5 1	27		27	16 Newton Pugsley, Parrsboro', N.S.
80,593	Sutton Belle.....	Toronto.....	1880	Sutton, Ont.....	"	31 3	8 6	3 0	6		6	4 Chas. Goodyear, M.O., Sutton, Ont.
92,753	Swallow.....	Quebec.....	1882	Quebec, Que.....	"	23 5	9 1	4 3	9		9	6 J. S. Thom, Quebec, Que.
100,792	Swan.....	Victoria.....	1893	Victoria, B.C.....	"	65 8	13 8	5 4	36		36	25 Robt. Draney, Nanu, B.C.
100,807	Swan.....	".....	1894	Nanaimo, B.C.....	"	41 0	8 5	2 9	12		12	8 Minister of Marine and Fisheries, Ottawa, Ont.

## SESSIONAL PAPER No. 21b

97, 102 Swan	1895 Port Burwell, Ont.	1895 Port Burwell, Ont.	"	53 0	12 0	4 6	14	8 H. Swan, M.O., Port Burwell, Ont.
107, 179 Swan	1899 Port Arthur, Ont.	1899 Port Arthur, Ont.	"	36 0	8 8	3 0	8	6 J. A. Jamieson, Port Arthur, Ont.
103, 235 Swan	1892 St. Laurent, Que.	1892 St. Laurent, Que.	"	48 4	7 6	2 8	12	8 W. J. Chapman, Perth, Ont.
94, 685 Sweet Mary	1889 Wabanshene, Ont.	1889 Wabanshene, Ont.	"	40 0	9 4	4 8	13	9 Charles Martin, Port Severn, Ont.
103, 446 Swift	1892 Papineauville, Ont.	1892 Papineauville, Ont.	"	27 7	7 5	3 6	4	3 N. A. Foubert and G. F. Foubert, Cumberland, Ont.
85, 697 Sybella H	1884 Chatham, N.B.	1884 Chatham, N.B.	Wheels—A roues	80 4	20 1	5 6	71	48 Miramichi Steam Nav. Co., Ltd., Chatham, N.B.
107, 523 Sybil	1898 Victoria, B.C.	1898 Victoria, B.C.	"	107 0	28 8	4 3	654	412 Alfred S. Reed, Victoria, B.C.
100, 769 Sylvester	1895 Huntsville, Ont.	1895 Huntsville, Ont.	Screw—A hélice	45 0	11 4	6 0	27	18 W. S. Shaw, Bracebridge, Ont.
51, 689 Sylvester Kneeland	1867 Buffalo, N.Y., U.S.A.	1867 Buffalo, N.Y., U.S.A.	"	65 0	15 5	7 2	46	29 Frank Jackman, Toronto, Ont.
97, 662 T. A. Stewart	1892 Charlottetown, P.E.I.	1892 Charlottetown, P.E.I.	"	61 8	15 2	5 5	36	25 R. S. Farquharson, Charlottetown, P.E.I.
90, 528 T. J. Collop	1894 Mitchell's Bay, Ont.	1894 Mitchell's Bay, Ont.	Wheels—A roues	58 6	17 0	4 6	63	42 J. W. Taylor, Wallaceburg, Ont.
100, 416 T. Osborne	1893 Hull, Que.	1893 Hull, Que.	Screw—A hélice	52 8	13 5	5 3	25	18 T. Osborne, Hull, Que.
112, 185 Tadenac	Toronto	Toronto	"	40 0	9 0	4 5	9	6 The Tadenac Club, Ltd., Toronto, Ont.
111, 449 Ta-Kit-Esy	Ottawa	Ottawa	"	43 5	8 0	4 4	5	5 W. J. Pourpore, Ottawa, Ont.
100, 072 Tangent	St. John, N.B.	1891 Hampton, N.B.	"	55 3	16 1	3 9	36	24 The G. & G. Flewelling Mfg. Co., Ltd., Hampton, N.B.
80, 774 Tecumseh	Sarnia	1873 Chatham, Ont.	"	200 0	29 9	13 2	840	530 P. McArthur, Toronto, Ont.
95, 929 Tees	Victoria	1893 Thornaby-on-Tees, G.B.	"	165 0	26 0	10 8	679	441 Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
85, 497 Telegram	Collingwood	1885 Collingwood, Ont.	"	108 0	21 0	9 0	198	134 Herbert Cleland, Collingwood, Ont.
107, 385 Temiscamangue	Ottawa	1898 Temiscamangue, Que.	Wheels—A roues	133 0	22 5	6 5	413	236 A. Lumsden, Ottawa, Ont.
103, 357 Temiscouata	Quebec	1892 Riv. du Loup, Que.	Screw—A hélice	40 2	8 4	3 8	10	7 J. S. Thom, Quebec, Que.
96, 854 Tempest	Sarnia	1884 Cleveland, Ohio, U.S.A.	"	64 0	8 6	5 4	21	14 Cleveland Sawmills Co., Ltd., Sarnia, Ont.
78, 025 Tender	Toronto	1880 Muskoka Mills, Ont.	"	56 8	12 9	6 3	31	21 Wm. White, Midland, Ont.
96, 847 Tepikan	Sarnia	1895 Sarnia, Ont.	"	55 0	11 8	6 0	29	20 Edward Robertson, Sarnia, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	(Gross. Brut.			
87,180	Tepic .....	Vancouver .....	1883	Blackwall, G.B. ....	Screw—A hélice. ....	70 1	16 3	8 2		71	37	E. E. Evans, Vancouver, B.C.
111,540	Terra Nova .....	" .....	1901	Vancouver, B. C. ....	" .....	68 5	14 7	6 1		47	32	Duncan Rowan, Terra Nova, B. C.
103,335	Terrebonne .....	Montreal .....	1871 1895	Sorel, Que. ....	Wheels—A roues .....	156 2	24 1	7 2		636	320	Montreal Safe Deposit Co., Montreal, Que.
103,981	Tess .....	Quebec .....	1896	Ayer's Flat, Que. ....	Screw—A hélice. ....	32 6	7 6	3 4		5	5	W. E. Johnson, Lake Megantic, Que.
94,681	Thames .....	Collingwood .....	1872	Chatham, Ont. ....	" .....	82 0	14 9	5 7		76	52	Wm. Milne, Nottawasaga River, Ont.
90,564	Theresa .....	Toronto .....	1885	Toronto, Ont. ....	" .....	85 5	18 0	4 8		84	57	John Fleming and A. Tymon, J. O., Toronto, Ont.
111,536	Theresa .....	" .....	1900	Rosseau Falls, Ont. ....	" .....	49 5	9 7	5 0		26	18	Herman Mutchelbaker, Rosseau Falls, Ont.
107,867	Thistle .....	Dawson .....	1902	Dawson, Y.T. ....	Stern wheel—Roue à l'arrière. ....	102 0	19 8	3 9		225	153	R. W. Calderhead, Dawson, Y.T.
78,024	Thistle .....	Collingwood .....	1881	Collingwood, Ont. ....	Screw—A hélice .....	66 0	13 6	7 0		36	25	Dominion Fish Co., Ltd., Winnipeg, Man.
94,819	Thistle .....	Victoria .....	1890	Vancouver, B. C. ....	" .....	116 0	26 0	9 5		222	147	Jas. Dunsmin, Victoria, B. C.
100,673	Thistle .....	Vancouver .....	1892	" .....	" .....	24 0	7 3	3 4		2	2	Richard Carter, Comox, B. C.
100,761	Thistle .....	Toronto .....	1894	Oakville, Ont. ....	Wheels—A roues .....	122 0	18 9	5 8		78	68	The Toronto Ferry Co., Ltd., Toronto, Ont.
103,844	Thistle .....	Ottawa .....	1895	Valleyfield, Que. ....	Screw—A hélice .....	31 0	6 6	3 2		2	2	W. E. James, Combermere, Ont.
103,890	Thistle .....	" .....	1897	Hull, Que. ....	" .....	40 0	9 4	3 6		5	2	A. H. Taylor and J. Sutherland, J. O., Ottawa, Ont.



## SESSIONAL PAPER No. 21b

111,753	Thistle	Rat Portage	1901	Isherwood, Ont.	"	....	40 0	10 0	4 0	10	7W. J. Wilson, Roddick, Rainy River, Ont.
72,720	Thomas H. Nas- mith.	St Catharines	1874	Buffalo, N.Y., U.S.A.	"	..	56 0	15 0	7 8	49	36Sincennes McNaughton Line, Ltd., Montreal, Que.
107,505	Thomas Maitland	Owen Sound	1899	Owen Sound, Ont.	"	....	89 9	18 0	8 8	107	73J. Maitland, Owen Sound, Ont.
103,298	Thompson	New Westminster	1893	Kualt Siding, B.C.	Stern wheel—Route à l'arrière.	94 3	18 6	4 6	150	94	Columbia River Lumber Co., (olden, B.C.)
80,765	Thor	Quebec	1881	Lévis, Que.	Wheels—A routes	136 7	24 5	10 0	323	203	William Price, Quebec, Que.
(a) 85,203	Tiber	Montreal	1870	Govan, G. B.	Screw—A hélice	253 6	33 0	24 4	1736	1134	The Tiber Steamship Co., Ltd., Montreal, Que.
75,532	Tim Doyle	"	1874	Buffalo, N.Y., U.S.A.	"	..	40 6	11 8	6 2	15	10L. Clement, Montreal, Que.
107,413	Tit Bit	"	1899	New York, U.S.A.	"	..	25 2	5 9	2 2	2	1S. Carsley, jr., Montreal, Que.
96,909	Tit Willow	Ottawa	1891	Kingston, Ont.	"	....	49 9	9 1	4 3	17	11J. D. Deacon and E. A. Dunlop, J.O., Pembroke, Ont.
71,142	Tommy Wright	Goderich	1873	Goderich, Ont.	"	....	44 0	9 7	5 0	12	6James Anderson, Midland, Ont.
107,166	Topsy	Collingwood	1896	Midland, Ont.	"	....	36 0	8 0	4 0	9	6John LaCourse, Penetanguishene, Ont.
107,412	Toronto	Toronto	1899	Toronto, Ont.	Wheels—A routes	269 4	36 0	13 8	2779	1652	The Richelieu & Ontario Navigation Co., Montreal, Que.
80,592	Toronto Belle	"	1880	"	Screw—A hélice	44 5	11 0	4 3	17	12	American Lumber Co., Toronto, Ont.
103,688	Torpedo	"	1898	"	"	....	34 0	8 3	5 0	8	6J. J. Wright, Toronto, Ont.
107,339	Tourist	Yarmouth	1900	Yarmouth, N.S.	"	....	34 0	7 4	3 6	4	3Ansel Crosby, Yarmouth, N.S.
107,838	Trader	Victoria	1901	Vancouver, B.C.	"	....	101 0	22 6	8 2	167	114The Gulf Steamship & Trading Co., Ltd., Victoria, B.C.
100,794	Transfer	"	1893	New Westminster, B.C.	Stern wheel—Route à l'arrière.	122 0	24 5	5 6	264	98	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.
111,930	Traveller	Toronto	1871	Cheboygan, Mich., U.S.A.	Screw—A hélice	140 0	24 0	12 0	438	248	Midland Towing & Wrecking Co., Ltd., Midland, Ont.
103,812	Trent	Belleville	1893	Simcoe, Ont.	Wheels—A routes	36 9	10 5	3 9	20	12	D. Gilnour, Trenton, Ont.
92,430	Triton	Prescott	1882	Massena, N.Y., U.S.A.	Screw—A hélice	44 0	6 5	3 6	12	8	J. D. Ried, Cardinal, Ont.
.....	Trois Rivières	Montreal	1869	Sorel, Que.	Wheels—A routes	218 5	32 9	9 4	1552	794	The Montreal Safe Deposit Co., Montreal, Que.
88,233	Tropic	Brockville	1885	Smith's Falls, Ont.	Screw—A hélice	40 5	8 3	3 4	9	7	Dr. Wm. A. Gray, Smith's Falls, Ont.
107,511	Troubadour	Vancouver	1898	Victoria, B.C.	"	....	48 0	10 3	4 8	18	12A. E. Green, Vancouver, B.C.
107,118	Trusty	Lunenburg	1898	LaHave, N.S.	"	..	77 0	17 4	7 8	58	33G. A. Bochner, LaHave, N.S.
100,201	Try	Vancouver	1891	Vancouver, B.C.	Wheels—A routes	61 0	15 0	3 0	42	26	E. Burns, Vancouver, B.C.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
						Ft. 100 lbs	Ft. 100 lbs	Ft. 100 lbs				
112,394	Turtle.....	Ottawa.....	1902	Cache Bay, Ont.....	Wheels—A roues....	65 0	20 0	3 8	38	33		(Geo. Gordon, <i>et al.</i> , Pembroke, Ont.
100,324	Tusket.....	Yarmouth.....	1893	Tusket, N.S.....	Screw—A hélice....	29 5	7 8	3 2	3	2		Tusket River Lumber Co., Ltd., Yarmouth, N.S.
88,327	Two Brothers....	Quebec.....	1886	Quebec, Que.....	"	44 5	11 2	5 5	23	9		Wm. Hackett, Quebec, Que.
107,639	Tyee.....	New Westminster...	1899	New Westminster, B. C.	"	72 0	14 2	6 5	32	18		Francis Boutlier, M. O., New Westminster, B. C.
107,159	Tyrell.....	Vancouver.....	1898	Vancouver, B. C.....	Wheels—A roues....	142 0	30 2	4 8	678	408		Edward M. Sullivan, Dawson, Y.T.
112,246	Ula.....	Vancouver.....	1902	Vancouver, B. C.....	Screw—A hélice....	31 8	8 6	3 0	10	7		G. L. Centre, and J. J. Hanna, Vancouver, B.C.
96,067	Ujala.....	Halifax .....	1889	Dumbarton, G. B....	"	49 4	9 0	5 2	14	4		John F. Stairs, Halifax, N.S.
103,815	Ullacaleula....	Belleville.....	1900	St. Joseph, Mich., U.S.A.	"	38 0	7 0	3 6	6	4		Chas. W. Turner, Campbellford, Ont.
92,658	Umbria.....	St. Catharines....	1889	Port Dalhousie, Ont....	"	58 0	15 2	6 2	43	29		Jas. Murray, St. Catharines, Ont.
107,370	Una.....	Toronto.....	1885	Peekskill, N.Y., U.S.A.	"	46 0	8 8	8 0	22	15		Wm. Finlayson, Midland, Ont.
92,619	Una.....	Port Arthur.....	1897	Port Arthur, Ont.....	Wheels—A roues....	38 8	10 0	2 6	19	12		George Claret, Port Arthur, Ont.
92,645	Uncle Jim.....	Wallaceburg.....	1886	Wallaceburg, Ont.....	Screw—A hélice....	50 0	10 5	4 3	11	8		Robert Graham and Matthew Graham, Kagawong, Ont.

## SESSIONAL PAPER No. 21b

97,101	Uncle Tom	Port Burwell	1893	Port Bruce, Ont.	"	47 0	10 8	3 6	8	3	Levi Young, M.O., Port Bruce, Ont.
100,680	Uncle Tom	Vancouver	1894	Vancouver, B.C.	"	29 5	7 4	3 3	3	2	T. Nelson, Dennen Island, B.C.
94,981	Undine	Toronto	1889	Toronto, Ont.	"	49 0	8 7	4 4	17	15	The Pelson Iron Works Co., Toronto, Ont.
103,681	Undine	"	1897	"	"	31 0	7 7	2 8	9	6	Rainy River Nav. Co., Ltd., Rat Portage, Ont.
111,986	Unican	Vancouver	1902	Vancouver, B.C.	"	89 2	20 0	8 0	177	120	United Canneries of B.C., Ltd., Vancouver, B.C.
96,719	Union	Ottawa	1890	Pembroke, Ont.	"	87 0	23 8	5 2	75	66	J.A. Thibadeau, Pembroke, Ont.
92,654	Union	St. Catharines	1896	Kingston, Ont.	Wheels—A routes	132 0	23 6	6 8	267	163	The Fort Erie Ferry Ry. Co. Port Erie, Ont.
80,776	United Empire	Sarnia	1882	Sarnia, Ont.	Screw—A hellice	22 2	8 0	15 0	1961	1296	Northwest Transportation Co., Ltd., Sarnia, Ont.
85,707	United Lumberman	Wallaceburg	1884	Dresden, Ont.	"	139 2	31 6	11 7	399	259	Geo. H. Morden, Oakville, Ont.
111,548	Uno	Vancouver	1901	Vancouver, B.C.	"	35 2	11 5	4 0	12	8	Jas. T. Sparks, Vancouver, B.C.
100,633	Upas	Kingston	1892	Kingston, Ont.	"	48 2	10 0	3 4	17	11	D.R. Fraser, Edmonton, N.W.T.
100,303	Urania	Windsor, Ont.	1875	Milwaukee, Minn. U.S.A	Wheels—A routes	180 0	27 4	11 0	898	424	Wm. Woolatt, Walkerville, Ont.
59,343	Utopia	St. Andrews		U.S.A.	Screw—A hellice	50 0	14 0	6 5	25	17	Geo. Elliott, Calais, Me., U.S.A.
100,639	Vachie	Vancouver	1892	Victoria, B.C.	"	40 2	10 4	4 0	10	7	Francis W. Walsh, Vancouver, B.C.
102,262	Vacuna	St. John, N.B.	1888	Brewer, Me., U.S.A.	"	35 0	8 5	2 7	10	6	S. W. Conrad, Ste. Croix, N.B.
103,230	Valeda	Ottawa		Pembroke, Ont.	"	30 0	6 4	3 0	2	2	Charles Lemoine, Pembroke, Ont.
96,907	Valeria	Kingston	1891	Kingston, Ont.	"	75 4	13 5	4 0	52	33	Joseph Dix, Kingston, Ont.
111,541	Valhalla	Vancouver	1901	Nelson, B.C.	"	102 5	20 8	9 0	153	34	Canadian Pacific Railway Co., Montreal, Que.
69,595	Valleyfield	Montreal	1873 1901	Quebec, Que. Montreal	"	116 0	23 2	6 5	417	280	E. Robineault, Valleyfield, Que.
107,708	Van Woodland	Toronto	1900	Orillia, Ont.	"	75 0	11 8	5 2	37	24	Wm. T. Windsor, Callendar, Ont.
92,775	Vancouver	Victoria	1888	Vancouver, B.C.	"	72 0	13 7	5 2	50	34	United Canneries of B.C., Ltd., Vancouver, B.C.
72,967	Varuna	Pictou, Ont.	1880	Wolfe Island, Ont.	"	94 4	17 0	5 1	134	85	W. B. Cooper, Pictou, Ont.
100,927	Varunna	Ottawa	1891	Carleton Place, Ont.	"	23 0	5 0	2 4	1	1	Geo. P. Spittal, Ottawa, Ont.



## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

## LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross Brut.	Register. Enregistré.		
						Ft. 10ths Pc. 10ths						
88,578	Vega	Toronto	1884	Kingston, Ont.	Screw—A hélice.	37 0	6 6	3 5	7		5	J. K. Macdonald, Toronto, Ont.
82,290	Vega	Sydney	1894	Lévis, Que.	"	109 2	10 0	8 6	132		83	John A. Young, Sydney, N.S.
107,709	Venetia	Toronto	1898	Toronto, Ont.	"	61 5	11 5	7 6	31		21	David Smith, Toronto, Ont.
96,903	Ventura	Kingston	1890	Kingston, Ont.	"	35 5	7 5	2 8	7		5	O. McVean, Dresden, Ont.
111,776	Venture	Victoria	1902	Victoria, B.C.	"	153 4	36 2	9 5	655		409	N. P. Shaw, Victoria, B.C.
107,449	Vera	Vancouver	1898	Birkenhead, G.B.	"	31 5	7 3	3 8	6		4	John Wallace, Vancouver, B.C.
116,251	Vera A.	Toronto	1902	Midland, Ont.	"	35 3	9 0	3 3	11		7	Georgian Bay Lumber Co., Ltd., Wauhaushene, Ont.
94,913	Verbona May	Saugeen	1888	Saugeen, Ont.	"	38 0	12 0	4 6	16		11	Richard Hawley, Mars P.O., Ont.
80,959	Vergey	Hamilton	1888	Pictou, Ont.	"	54 0	9 0	3 5	18		14	Thos. H. Lawry, Hamilton, Ont.
103,689	Verva	Toronto	1898	Wahnapitae, Ont.	"	66 0	15 2	6 9	55		37	John Waldie, Toronto, Ont.
90,796	Vesper	Victoria	1887	Victoria, B.C.	"	27 0	6 4	2 9	6		4	Henry L. Mahon, Salspring Is- land, B.C.
88,236	Vesper	Brockville	1887	Brockville, Ont.	"	30 7	6 2	2 6	3		2	W. T. Gibbard, Napanee, Ont.
111,531	Vesper	Vancouver	1900	Vancouver, B.C.	"	26 0	8 2	2 3	4		3	Claude H. Usborne, Vancouver, B.C.
100,698	Vesta	Pictou, N.S.	1896	Pictou, N.S.	"	35 8	8 3	3 9	9		5	J. L. Phillips, Mira Gut, N.S.

## SESSIONAL PAPER No. 21b

100,405	Vesta	Hamilton	1885	Hamilton, Ont	"	28 0	7 5	3 6	8	5	Oronhyateka, Toronto, Ont.
85,366	Vesta	Ottawa	1884	Ottawa, Ont.	"	45 0	8 4	8 3	14	8	H. F. Bronson and E. H. Bronson, J.O., Ottawa, Ont.
90,525	Vick	Chatham, Ont.	1890	Chatham, Ont.	"	40 0	10 0	5 0	13	9	V. Robinson, Chatham, Ont.
96,728	Victor	Chatham, N.B.	1889	Chatham, N.B.	Wheels—A roues	71 6	15 8	5 0	46	29	Wm. Richards & Co., Ltd., Boiestown, N.B.
69,665	Victor	Quebec	1875	Quebec, Que.	Screw—A hélice	59 0	14 6	6 4	35	18	W. T. Davie, Lévis, Que.
94,917	Victoria	Saugeen	1891	Port Elgin, Ont.	"	31 3	7 1	2 5	3	2	W. F. Davidson, Colpoys Bay, Ont.
77,797	Victoria	Winnipeg	1878	St. Catharines, Ont.	"	60 0	10 3	4 2	23	15	The Minister of Public Works, Ottawa, Ont.
107,408	Victoria	Port Hope	1867	Lindsay, Ont.	Wheels—A roues	93 7	15 4	6 5	191	120	Whitby & Port Perry Ry. Co., Whitty, Ont.
107,746	Victoria	Montreal	1899	Toronto, Ont.	"	100 0	21 0	5 6	181	108	Ottawa River Navigation Co., Montreal, Que.
107,462	Victoria	Kingston	1900	Kingston, Ont.	Screw—A hélice	72 6	15 5	5 0	58	40	The Rockport Navigation Co., Ltd., Rockport, Ont.
111,666	Victoria	Lindsay	1894	Lindsay, Ont.	"	35 0	6 6	3 0	4	3	R. B. Rogers, Peterborough, Ont.
112,029	Victoria	Montreal	1902	Sorel, Que.	"	101 7	21 2	6 9	343	183	J. E. N. Paul, Sorel, Que.
87,093	Victoria	Quebec	1901	Quebec, Que.	"	70 2	13 9	6 5	48	32	John S. Thom, Quebec, Que.
107,530	Victoria	Victoria	1883	Jarrow, G.B.	"	286 0	38 4	25 7	2374	1507	Victoria SS. Co., Ltd., Victoria, B.C.
107,003	Victoria	"	1898	Trout Lake City, B.C.	Stern wheel—Roue à l'arrière	75 0	15 0	3 7	107	67	Nils Pierson Roman, Trout Lake City, B.C.
107,087	Victoria	St. John, N.B.	1897	St. John, N.B.	Wheels—A roues	191 2	30 0	7 9	1002	631	Star Line SS. Co., Gagetown, N.B.
103,917	Victorian	Ottawa	1897	Pembroke, Ont.	"	128 7	21 0	7 1	188	99	Pembroke Nav. Co., Ltd., Pembroke, Ont.
111,594	Vigilant	Victoria	1898	Victoria, B.C.	Stern wheel—Roue à l'arrière	146 5	33 4	4 7	716	455	Canadian Development Co., Ltd., Victoria, B.C.
111,817	Viking	Montreal	1870	Montreal, Que.	Screw—A hélice	65 9	13 4	7 0	56	38	Wm. O. Connors, Quebec, Que.
107,211	Viking	Vancouver	1890	Victoria, B.C.	"	52 0	12 4	5 0	29	20	Robt. Bailey, Vancouver, B.C.
103,130	Viking	"	1901	Vancouver, B.C.	"	36 6	11 2	4 9	21	14	Sammel Hallander and Edward Schawlin, Vancouver, B.C.
112,076	Villeneuve	Winnipeg	1899	Winnipeg, Man.	"	43 7	11 7	7 4	17	12	A. Burns, Winnipeg, Man.
85,744	Viola	St. Andrews	1891	Ashtabula, Ohio, U.S.A.	"	75 3	21 1	6 4	128	87	Deer Island & Campo Bello SS. Co., Campo Bello, N.B.
		Rat Portage	1901	Rat Portage, Ont.	"	50 0	9 8	4 2	28	19	S. Villeneuve, <i>et al.</i> , Rat Portage, Ont.
		Toronto	1883	Lévis, Que.	"	100 0	16 3	6 0	68	46	The Viola Steam Yacht Co., Toronto, Ont.

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Enregistré.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths				
107,740	Viper .....	Kingston.....	1899	Kingston, Ont.....	Screw—A hélice .....	40 6	7 9	4 6	8		5	F. J. Drake, Kingston, Ont.
111,852	Viper .....	Owen Sound .....	1901	Owen Sound, Ont. ....	" .....	60 0	13 0	5 6	34		19	Wm. Collis, Bruce Mines, Ont.
71,615	Virginia.....	Montreal.....	1875	Philadelphia, Pa., U.S.A.	" .....	107 0	24 0	10 8	146		89	Sincennes McNaughton Line, Ltd., Montreal Que.
112,265	Vison.....	" .....	1902	St. Joseph, Mich., U.S.A.	" .....	23 2	6 0	2 3	2		1	P. Beauchemin, Sorel, Que.
111,808	Viva.....	Sault Ste. Marie.....	1893	Wyandotte, Mich., U.S.A.	" .....	33 0	8 0	3 6	7		5	John McEwen, Sarnia, Ont.
90,577	Vivid .....	Toronto .....	1886	Toronto, Ont. ....	" .....	83 8	12 0	6 6	56		35	Frank B. Polson, Toronto, Ont.
111,592	Vixen.....	New Westminster.....	1898	Kalso, B.C.....	" .....	35 0	7 0	3 0	7		5	J. D. Montgomery, Spokane, Wash., U.S.A.
71,228	Vixen.....	Sault Ste. Marie.....	1886	Drummond Island, Mich., U.S.A.	" .....	48 0	13 8	5 0	68		53	Georgian Bay Fish Co., Ltd., Collingwood, Ont.
103,910	Vladimir.....	Victoria.....	1897	Victoria, B.C.....	" .....	26 6	6 8	3 0	5		3	James Armstrong, Alberni, B.C.
100,694	Volunda.....	Pictou, N.S.....	1894	New Glasgow, N.S.....	" .....	73 4	9 4	5 9	30		14	T. Cantley, New Glasgow, N.S.
103,442	Volunteer .....	Ottawa.....	1889	Ottawa, Ont. ....	" .....	35 4	6 6	3 0	3		2	M. P. Davis, Ottawa, Ont.
103,553	Voyageur. ....	Montreal.....	1895	Montreal, Que .....	" .....	67 6	12 0	4 8	44		30	Canadian Iron Furnace Co., Ltd., Radnor Forges, Que.
92,756	Vulcan.....	Quebec.....	1889	Dalhousie, N.B.....	" .....	43 3	11 8	5 5	18		13	C. H. Whitman, Canso, N.S.
107,925	Vulcan .....	New Westminster.....	1899	New Westminster, B.C.	" .....	72 0	16 0	7 5	77		52	The Brunette Sawmill Co., Ltd., New Westminster, B.C.



## SESSIONAL PAPER No. 216

69,526	W. C. Francis	Montreal	1873	Buffalo, N.Y., U.S.A.	"	....	64 0	15 6	8 4	38	14	Sinennes McNaughton Line, Ltd., Montreal, Que.
78,026	W. E. Gladstone	Owen Sound	1882	Collingwood, Ont.	"	....	72 0	16 0	6 8	45	30	Walter M. Newman, Wiarton, Ont.
96,942	W. E. Vroom	St. John, N.B.	1889	New Glasgow, N.S.	"	....	32 8	7 0	2 5	10	7	John A. Gregory, Grand Bay, N.B.
111,810	W. H. Seymour	Sault Ste. Marie	1874	Manitowoc, Wis., U.S.A.	"	....	66 0	17 0	8 5	85	42	N. H. Wright, Outler, Ont.
71,247	W. J. Aikins	Toronto	1874	Buffalo, N.Y., U.S.A.	"	....	60 0	15 0	6 5	42	25	D. C. Graham, Fort William, Ont.
107,133	W. J. Emerson	Goderich	1900	Goderich, Ont.	"	....	66 0	12 7	5 5	28	19	Domion Fish Co., Ltd., Winnipeg, Man.
100,922	W. J. Henry	Ottawa	1890	Carleton Place, Ont.	"	....	22 5	5 0	2 3	1	1	R. L. Haycock, Ottawa, Ont.
80,691	W. J. Poupore	Montreal	1881	Montreal, Que.	"	....	70 5	15 0	5 9	47	22	W. J. Poupore, Morrisburg, Ont.
111,805	W. J. Smith	Sault Ste. Marie	1902	Richard's Landing, Ont.	"	....	54 0	12 4	4 4	26	17	W. J. Smith, Richard's Landing, Ont.
107,194	W. J. Strong	Saugeen	1900	Port Elgin, Ont.	"	....	58 0	14 0	7 0	41	28	W. J. Strong, et al., Southampton, Ont.
78,040	W. J. Taylor	Chatham, Ont.	1883	Chatham, Ont.	"	....	35 0	8 0	3 0	9	6	St. Clair Tunnel Co., Sarnia, Ont.
96,811	W. L. Davis	Sault Ste. Marie	1882	Detroit, Mich., U.S.A.	"	....	46 0	12 0	5 0	46	37	Jas. Garrett, Sault St. Marie, Ont.
92,655	W. M. German	St. Catharines	1888	Port Robinson, Ont.	"	....	58 0	12 0	5 0	28	19	James Law, Port Dover, Ont.
94,697	W. M. Weather spoon.	Digby	1890	Digby, N.S.	"	....	70 2	15 8	6 6	59	34	The W. W. Weatherspoon Tow & Ferryboat Co., Hantsport, N.S.
96,869	W. P. Buckley	Prescott	1870	Wilson, N.Y., U.S.A.	"	....	45 0	9 5	3 4	27	12	James Buckley, Prescott, Ont.
85,709	W. S. Ireland	Wallaceburg	1872	Wallaceburg, Ont.	"	....	86 5	21 2	6 7	105	71	John Cooper, Chatham, Ont.
107,592	W. S. Oldfield	Owen Sound	1898	Wiarton, Ont.	"	....	42 0	12 4	5 0	15	10	W. H. Oldfield, Parry Sound, Ont.
100,702	Wabana	Pictou, N.S.	1899	New Glasgow, N.S.	"	....	41 0	8 4	5 2	12	8	The Nova Scotia Steel & Coal Co., Ltd., New Glasgow, N.S.
107,107	Walbran	Victoria	1898	Seattle, Wash., U.S.A.	"	....	27 8	6 8	3 0	3	2	Jas. F. Fell, Victoria, B.C.
83,375	Wales	Sarnia	1881	Sarnia, Ont.	"	....	126 0	24 0	11 0	350	288	Wescott Wrecking Co., Ltd., Sarnia, Ont.
71,075	Walter H. Stone	Amherstburg	1897	Sandusky, Ohio, U.S.A.	"	....	64 2	16 5	6 7	35	17	Albert Henning, Pelee Island, Ont.
90,774	Walter Scott	Windsor, Ont.	1876	Buffalo, N.Y., U.S.A.	"	....	36 0	10 8	4 7	26	18	J. W. Maitland, Owen Sound, Ont.
85,720	Wanda	Prescott	1878	Watertown, N.Y., U.S.A.	"	....	36 0	8 0	3 0	4	2	O. Bascom, Kemptonville, Ont.
107,364	Wanda	Toronto	1898	Toronto, Ont.	"	....	53 5	8 1	4 0	12	8	T. Eaton, Toronto, Ont.
94,950	Wanda	Shelburne	1890	Lockeport, N.S.	"	....	60 0	15 0	7 9	38	32	Hugh B. Cann, Yarmouth, N.S.

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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					Ft. 100ths. Pds. 100ths.	Ft. 100ths. Pds. 100ths.	Ft. 100ths. Pds. 100ths.	Ft. 100ths. Pds. 100ths.			
107,739	Wanda.....	Kingston..	1899 Kingston, Ont.....	Screw—A hélice .....	65 0	10 5	6 6	39			26 Nicholas Henderson, Kingston, Ont.
103,683	Wanita.....	Toronto.....	1896 Ahmic Harbour, Ont.....	" .....	64 0	12 0	5 8	44			30 John Miller, Ahmic Harbour, Ont.
100,651	Wapeneo.....	Kingston..	1893 Kingston, Ont.....	" .....	40 7	8 2	3 0	5			3 T. Eaton, Toronto, Ont.
107,734	Wapiti.....	Toronto.....	1899 Kingston, Ont.....	" .....	55 6	9 7	4 2	18			12 Henry Barber, Toronto, Ont.
100,084	Waring.....	St. John, N.B.....	1892 Rothesay, N.B.....	" .....	49 8	13 1	5 7	29			20 Mrs. Charlotte A. Waring, St. John, N.B.
107,354	Warren G.....	Sydney.....	1891 U.S.A.....	" .....	28 0	6 6	3 2	3			2 J. Nicholson, North Sydney, N.S.
84,457	Wasis.....	Pictou, N.S.....	1883 Meadowsdale, G.B.....	" .....	160 4	25 1	13 5	480			255 Nova Scotia Steel & Coal Co., Ltd., New Glasgow, N.S.
103,488	Water Lily.....	Victoria.....	1896 Victoria, B.C.....	Stern wheel—Roue à l'arrière.	70 0	17 3	4 6	74			50 G. R. Stewart, Belmont, B.C.
94,923	Water Lily.....	Pictou, Ont.....	1891 Pictou, Ont.....	Screw—A hélice .....	100 0	18 4	5 7	95			60 A. W. Hepburn, Pictou, Ont.
103,924	Water Lily.....	Peterborough.....	1897 Peterborough, Ont.....	" .....	80 0	12 0	5 2	54			37 Henry Calcut, Peterborough, Ont.
107,877	Water Witch.....	Lindsay.....	1900 Lindsay, Ont.....	" .....	44 8	10 5	4 2	18			12 Michael Dovey, Lindsay, Ont.
77,917	Water Witch.....	Port Hope.....	1880 " .....	" .....	40 0	9 0	5 0	9			3 J. H. Dunsford, Lindsay, Ont.
80,905	Water Witch.....	Owen Sound.....	1880 Paisley, Ont.....	Wheels—A roues .....	40 4	7 7	2 3	6			4 Hugh McLean and F. McLean, Anable, Ont.
85,415	Waubashene.....	St. Catharines.....	1882 St. Catharines, Ont.....	Screw—A hélice .....	71 0	18 2	8 8	97			47 The Georgian Bay Lumber Co., Waubashene, Ont.

## SESSIONAL PAPER No. 21b

71,076	We C. U .....	Amherstburg.....	1898	Detroit, Mich., U.S.A. ....	"	.....	57 0	8 0	3 8	6	4	Colin Wigle, Amherstburg, Ont.
96,721	Wee Laddie .....	St. John, N.B. ....	1888	Chatham, N.B. ....	"	.....	42 8	11 8	4 7	17	11	A. Tapley, St. John, N.B.
85,500	Welcome .....	Collingwood .....	1886	Collingwood, Ont. ....	"	.....	52 0	11 0	5 2	21	14	Jessie Leham, Kagawong, Ont.
111,586	Welcome .....	New Westminster ..	1901	Harrison River, B.C. ....	Stern wheel—Roue à l'arrière.	.....	75 0	9 0	2 5	32	20	Capt. Wm. Menton, Harrison River, B.C.
90,806	Wellington .....	" .....	1886	Victoria, B.C. ....	Screw—A hélice .....	.....	34 7	7 7	3 5	16	11	The Victoria Canning Co. of B. C., Ltd., Victoria, B.C.
107,789	Welshman .....	Ottawa .....	1900	Ottawa, Ont. ....	"	.....	105 0	23 0	6 0	156	99	Ottawa Forwarding Co., Ltd., Ottawa, Ont.
92,744	Wenola .....	Sackville .....	1892	Bay Verte, N.B. ....	"	.....	49 0	11 0	4 7	25	17	G. McKean, M. O., St. John, N.B.
92,433	Wenonah .....	Toronto .....	1886	Burk's Falls, Ont. ....	{ Wheels—A roues { Screw—A hélice. }	.....	94 6	18 0	6 8	161	90	The Muskoka & Nipissing Navigation Co., Gravenhurst, Ont.
103,650	Wenonah .....	Kingston .....	1899	Oliver's Ferry, Ont. ....	Screw—A hélice .....	.....	37 0	8 6	3 5	6	4	Wm. McLaren, Perth, Ont.
111,841	Wenonah .....	Chatham, N.B. ....	1901	Chatham, N.B. ....	"	.....	31 5	8 8	4 2	9	6	F. M. Tweedie, Chatham, N.B.
103,441	Weslenkoon .....	Ottawa .....	1895	Lake Weslenkoon Ont. ....	"	.....	37 0	15 8	3 6	17	9	Rideau Lumber Co., Ottawa, Ont.
111,861	West Arm .....	" .....	1901	Sturgeon Falls, Ont. ....	"	.....	55 0	12 8	5 5	27	24	Henry Quesnel, J. P., Sturgeon Falls, Ont.
64,594	Western Extension .....	St. John, N.B. ....	1871	Milledgeville, N.B. ....	Wheels—A roues .....	.....	112 0	30 0	10 8	425	169	The Mayor, Aldermen and Commonalty of the City of St. John, N.B.
85,671	Westminster .....	New Westminster ..	1882	Victoria, B.C. ....	Screw—A hélice .....	.....	52 3	10 4	5 0	18	14	British Columbia Canning & Cold Storage Co., Ltd., Victoria, B.C.
103,703	Westport .....	Yarmouth .....	1896	Shelburne, N.S. ....	"	.....	82 0	18 0	7 7	80	49	The Insular S.S. Co., Ltd., Westport, N.S.
71,179	Westport .....	Kingston .....	1882	Bedford Mills, Ont. ....	"	.....	102 9	20 6	7 7	196	165	M. Scanlan, Montreal, Que.
94,824	Weymouth .....	Pictou, N.S. ....	1890	Weymouth Bridge, N.S. ....	"	.....	102 7	19 0	7 6	154	106	The Bras d'Or Steamboat Co., Ltd., North Sydney, N.S.
92,400	Where Now .....	Kingston .....	1889	Kingston, Ont. ....	"	.....	77 0	12 8	6 6	48	26	Levi B. Spencer, Kingston, Ont.
83,412	Whistle Wing .....	Port Hope .....	1872	Peterborough, Ont. ....	Wheels—A roues .....	.....	74 0	13 0	4 0	88	71	H. Calcut, Peterborough, Ont.
107,837	White Horse .....	Victoria .....	1901	White Horse, Y. T. ....	Stern wheel—Roue à l'arrière.	.....	167 0	34 5	4 5	987	631	The British Yukon Navigation Co., Ltd., Victoria, B.C.
103,555	White Squall .....	Montreal .....	1895	Valleyfield, Que. ....	Screw—A hélice .....	.....	42 2	9 9	3 4	7	5	Montreal Cotton Co., Valleyfield, Que.
111,583	White Star .....	Peterborough .....	1900	Lakefield, Ont. ....	Wheels—A roues .....	.....	30 0	7 4	2 4	9	6	Mrs. Ellen M. White, Lakefield, Ont.
103,961	White Star .....	Montreal .....	1897	Montreal, Que. ....	"	.....	167 2	25 3	8 2	451	229	W. W. Paterson, Oakville, Ont.
103,392	White Wings .....	Deseronto .....	1894	Deseronto, Ont. ....	Screw—A hélice .....	.....	35 0	6 1	1 7	3	2	T. McDonald, Thurlow, Ont.



## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Built—Construct.	Where Built. Lieu de construction.	How Propelled. Mode de propulsion.	Register Dimensions.				Tonnage		Owner, or Managing Owner, and Address. Armateur ou armateur gérant et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Répertoire.		
71,188	Warton Belle	Owen Sound	1871	Chicago, Ill., U.S.A.	Screw—A hélice	103 0	17 8	5 3	88	59	John Gidley, Penetanguishene, Ont.	
100,288	Widgeon	Rat Portage			"	37 0	9 5	4 5	8	6	L. R. Johnson, Wabigoon, Ont.	
103,383	Widgeon	Winnipeg	1894	Chicago, Ill., U.S.A.	"	24 0	6 0	3 0	2	2	Mrs. Margerie A. Blake, Rat Portage, Ont.	
107,864	Wilbur Crimmin	Dawson	1898	Coupeville, Wash., U.S.A.	Stern wheel—Roue à l'arrière.	80 7	19 0	3 9	168	106	A. J. Engvick and W. Langley, J.O., Dawson, Yukon Territory.	
99,103	Wild Rose	Montreal	1891	Dartmouth, N.S.	Screw—A hélice	47 0	7 0	4 0	10	6	E. W. Parker, Montreal, Que.	
103,713	Wilfred C	Halifax	1897	Yarmouth, N.S.	"	80 0	18 5	8 0	99	48	Wm. Murdoch, Sherbrooke, N.S.	
75,524	William	Montreal	1877	Montreal, Que	"	57 4	15 0	7 4	49	32	Wm. W. Tate, Montreal, Que.	
90,880	William Aitken	Charlottetown	1887	Yarmouth, N.S.	"	73 9	18 3	7 8	75	51	W. H. Batt, Charlottetown, P.E.I.	
85,520	William Booth	Toronto	1883	Bronte, Ont	"	67 0	12 2	4 6	46	32	Henry Quinlan, et al., Belleville, Ont.	
96,838	Wm. A. Rooth	Sarnia	1871	Port Colborne, Ont	"	81 0	15 7	7 6	52	32	The Great Lakes Towing Co., Ltd., Sarnia, Ont.	
107,204	William Cross	Winnipeg	1897	Lake Manitou, Ont	"	43 0	10 0	4 2	22	16	L. R. Johnstone, et al., Wabigoon, Ont.	
103,952	Wm. Davis	Montreal	1897	Montreal, Que.	"	63 3	16 0	6 0	40	27	J. T. Davis, Ottawa, Ont.	
77,717	Wm. F. McRae	Wallaceburg	1880	Wallaceburg, Ont.	"	65 0	14 4	6 8	46	31	J. Mayhew, Moore, Ont.	
100,887	Wm. H. Murray	St. John, N.B.	1894	St. John, N.B.	"	74 1	17 4	8 2	73	49	J. Holly, St. John, N.B.	

## SESSIONAL PAPER No. 21b

90,763	Wm. H. Seibold ..	Goderich .....	1887	Goderich, Ont .....	"	....	58 0	12 2	6 0	22	15	Dominion Fish Co., Ltd., Winnipeg, Man.
100,690	Wm. Hunter .....	New Westminster ..	1892	New Denver, B.C .....	"	....	58 5	12 9	3 2	51	34	Canadian Pacific Railway Co., Montreal, Que.
80,874	William Johnston ..	Kingston .....	1873	Garden Island, Ont .....	"	....	85 9	20 9	6 6	95	53	The Calvin Co., Ltd., Garden Island, Ont.
111,842	Wm. M. ....	Chatham, N.B. ....	1901	Chatham, N.B. ....	"	....	54 0	14 4	6 0	29	20	E. Hutchison, Douglstown, N.B.
107,527	William Ogilvie ..	Victoria .....	1899	Lake Bennett, B.C. ....	Stern wheel—Roue à l'arrière.	63 0	14 4	4 5	4 5	82	56	The Teslin Yukon Steam Navigation Co., Ltd., Victoria, B.C.
92,549	William Paul .....	Montreal .....	1888	Sorel, Que. ....	Screw—A hélice .....	40 9	10 5	4 6	7	7	5	H. Larose, Pierreville, Que.
88,631	William Ross .....	" .....	1870	Port Robinson, Ont .....	"	....	40 0	8 9	5 0	14	10	N. Auclair, Montreal, Que.
103,665	William Whyte ..	Winnipeg .....	1897	Wabigoon, Ont .....	"	....	36 0	9 0	3 9	18	12	L. R. Johnstone, <i>et al.</i> , Wabigoon, Ont.
97,004	William Wilson ..	St. Catharines .....	1892	Ridgeway, Ont .....	"	....	40 0	10 8	4 6	12	8	C. Ross, jr., Sherbrook, Co. Hal-
103,309	Willie .....	Victoria .....	1884	Shelton, Wash., U.S.A. ....	Stern wheel—Roue à l'arrière.	65 6	15 5	4 5	4 5	83	56	Geo. A. Huff, Alberni, B.C.
107,402	Willie C. ....	Montreal .....	1893	Eddieville, N.Y., U.S.A. ....	Screw—A hélice .....	39 0	9 6	4 0	4 0	8	6	J. E. Paul, Sorel, Que.
80,780	Willie Scagel .....	Sarnia .....	1888	Sarnia, Ont. ....	"	....	37 0	8 6	4 0	22	15	J. Telfer, jr., Blenheim, Ont.
100,929	Willis .....	Ottawa .....	1893	Ottawa, Ont. ....	"	....	30 4	7 6	3 0	2	1	D. O'Connor, Ottawa, Ont.
90,791	Wilna .....	Victoria ..	1879	Sacramento, Cal., U.S.A. ....	"	....	24 3	6 9	3 9	4	3	S. M. Robbins, Nanaimo, B.C.
103,562	Windermere .....	Montreal .....	1881	Montreal, Que. ....	"	....	76 7	10 5.	4 9	31	21	A. J. Dawes, Lachine, Que.
103,893	Wineta .....	New Westminster ..	1897	New Westminster, B.C. ....	"	....	46 8	10 0	3 8	24	16	Hastings Shingle Mill Co., Vancouver, B.C.
94,920	Winnie .....	Saugeen .....	1897	Pike Bay, Ont. ....	"	....	48 0	9 5	5 0	14	9	L. Belmore, Southampton, Ont.
74,073	Winnie .....	Halifax .....	1876	Halifax, N.S. ....	"	....	24 5	6 7	3 0	3	2	Alexander Fraser, Durham, N.S.
69,084	Winnie .....	St. John, N.B. ....	1874	Dartmouth, N.S. ....	"	....	48 3	10 7	4 8	12	9	N. B. Colwell and G. W. Colwell, J.O., St. John, N.B.
94,808	Winnifred .....	Victoria .....	1889	Victoria, B.C. ....	"	....	44 0	9 9	4 2	13	8	H. O. Bell-Irving, Vancouver, B.C.
100,938	Winona .....	Ottawa .....	1893	Monte Bello, Que. ....	"	....	44 8	8 4	4 4	12	9	W. E. Owens, <i>et al.</i> , Monte Bello, Que.
94,717	Winona .....	Port Stanley .....	1902	Port Stanley, Ont .....	"	....	100 2	22 9	6 8	231	149	The Navigation Co. of Port Stanley, Ltd., Port Stanley, Ont.
96,855	Winslow .....	Sarnia .....	1865	Cleveland, Ohio, U.S.A. ....	"	....	120 0	19 0	10 0	353	193	F. F. Pardee, Sarnia, Ont.
100,709	Wobun .....	Pictou, N.S. ....	1902	Greenock, G.B. ....	"	....	257 5	37 1	18 2	1551	990	Nova Scotia Steel & Coal Co., Ltd., New Glasgow, N.S.
100,791	Worlock ..	Victoria .....	1893	Victoria, B.C. ....	"	....	64 0	14 6	7 0	45	30	C. K. M. Martin, Yokohama, Japan.

## ALPHABETICAL List of Canadian Registered Steam Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Built—Construct.	Where Built. Lieu de construction.	How propelled. Mode de propulsion.	Register Dimensions.				Tonnage		Owner, or Managing Owner, and Address.  Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Gross. Brut.	Register. Référé.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths				
107,214	Wrigley .....	Winnipeg .....	1898	Fort Smith, N.W.T. ....	Screw—A hélice .....	86 0	16 0	7 0	105	67	Hudson Bay Co., London, G. B.	
107,341	Yankee .....	Yarmouth .....	1900	Tusket Wedge, N.S. ....	" .....	35 7	9 9	4 1	7	3	Albert A. Perthier, Tusket Wedge, N.S.	
92,480	Yantic .....	Charlottetown .....	1888	Lot 3, P.E.I. ....	" .....	40 7	10 7	5 2	14	9	John Read, Tidnish, N.S.	
93,373	Yarmouth .....	Yarmouth .....	1887	Dumbarton, G.B. ....	" .....	220 3	35 2	21 0	1452	725	Dominion Atlantic Railway Co., London, G. B.	
107,258	Yellow Kid .....	New Westminster .....	1898	Linderman, B.C. ....	" .....	29 0	7 0	4 0	3	2	F. Porter Worsnop, Lake Lin- derman, B.C.	
107,452	Ymir .....	Vancouver .....	1898	Nelson, B.C. ....	" .....	77 7	16 7	6 0	70	47	Canadian Pacific Railway Co., Montreal, Que.	
111,979	York .....	" .....	1901	Toronto, Ont. ....	" .....	88 0	16 2	4 9	134	91	" .....	
83,455	Y semite .....	Victoria .....	1862	San Francisco, Cal., U.S.A. ....	Wheels—A roues .....	282 3	34 9	13 2	1525	1055	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.	
112,050	Yon and I .....	St. Catharines .....	1902	Port Maitland, Ont. ....	Screw—A hélice .....	52 0	14 2	5 6	25	17	John Noker, Port Maitland, Ont.	
75,728	Yuba .....	Yarmouth .....	1878	Yarmouth, N.S. ....	" .....	40 2	11 3	4 0	12	6	W. B. Smith, Barrington, N.S.	
107,098	Yukoner .....	Victoria .....	1898	St. Michaels, Alaska, U.S.A. ....	Wheels—A roues .....	170 8	32 0	5 7	781	492	Canadian Pacific Nav. Co., Ltd., Victoria, B.C.	
109,650	Yvonne .....	" .....	1890	Vancouver, B.C. ....	Screw—A hélice .....	29 0	7 3	3 0	5	3	Henry G. Holman, Vancouver, B.C.	



## SESSIONAL PAPER No. 21b

88,510/Zadee	Sydney	1884 Dartmouth, N.S.	"	49 3	11 8	4 4	19	13 J. G. H. Purves, North Sydney, N.S.
107,830/Zealandian	Victoria	1900 Lake Bennett, B.C.	Stern wheel—Roue à l'arrière.	102 0	23 0	5 0	180	141 Canadian Development Co., Ltd., Victoria, B.C.
100,041/Zeila	Brockville	1890 Brockville, Ont.	Screw—A hélice	36 8	7 1	3 7	3	3 B. D. Stacey, Brockville, Ont.
107,880/Zelma	Lindsay	1901 Lindsay, Ont.	"	22 0	5 2	2 6	1	1 Reuben L. Morgan, Lindsay, Ont.
92,616/Zena	Port Arthur	1886 Fort William, Ont.	"	27 9	8 6	2 8	4	4 James Whalen, Port Arthur, Ont.
88,232/Zephyr	Toronto	1885 Brockville, Ont.	"	52 0	10 0	4 5	19	11 Thos. Marks, Port Arthur, Ont.
88,524/Zephyr	Hamilton	1886 Hamilton, Ont.	"	27 0	6 0	3 0	3	2 C. A. Bogert, Toronto, Ont.
94,676/Zuleika	Sydney	1889 Dartmouth, N.S.	"	51 0	8 5	4 2	12	8 Louis Petrie, Glace Bay, N.S.
75,910/Zulu	Chatham, N.B.	1879 Chatham, N.B.	Wheels—A roues	56 0	10 8	4 6	18	10 New Brunswick Trading Co. of London, Ltd., London, G.B.
112,220/Zuluka	St. John, N.B.	1893 Gloucester, Mass., U.S.A.	Screw—A hélice	48 4	9 0	4 6	16	8 John F. Gregory, St. John, N.B.



PART II  
SAILING VESSELS

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PARTIE II  
VOILIERS



## PART II.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books December 31, 1902.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres le 31 décembre, 1902.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Rig. (Gisement.	Built—Construct.	Where Built. Lien de construction.	Register Dimensions.				Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
107,922	A. No. 1	New Westminster.	Barge—Chd	1897	New Westminster, B.C.	60 0	24 0	5 0	68	Thos. H. Wymond, Vancouver, B.C.	
107,923	A. No. 2	"	"	1897	"	60 0	24 0	5 0	68	"	
111,602	A. B. C., 5	"	"	1900	Steveston, B.C.	50 0	14 0	3 0	17	Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.	
111,606	A. B. C., 6	"	"	1900	New Westminster, B.C.	45 0	14 0	3 0	15	"	
111,603	A. B. C., 25	"	"	1900	Steveston, B.C.	50 0	14 0	3 0	17	"	
107,921	A. C. C., No. 3	"	"	1897	New Westminster, B.C.	68 0	24 0	5 0	150	Automatic Can Co., Ltd., New Westminster, B.C.	
107,406	A. D.	Montreal.	Sloop	1899	St. Thomas de Pierre-ville, Que.	147 0	30 1	13 4	462	Agapit Daneau, St. Thomas de Pierre-ville, Que.	
111,837	A. L. B.	Digby	"	1901	Phinney's Cove, N.S.	40 0	14 7	6 0	22	Ezra Bent, Phinney's Cove, N.S.	
107,457	A. M., 1	Vancouver	Scow—Chd.	1891	Vancouver, B.C.	72 0	23 9	6 2	90	Alex. Morrison, Vancouver, B.C.	
111,867	A. A. Buell.	Ottawa.	Barge—Chd	1902	Hull, Que	108 5	22 6	8 0	146	The Ottawa Transportation Co., Ltd., Ottawa, Ont.	
100,881	A. C. Bartlett.	St. John, N.B.	Schr—Glt	1892	Oromocto, N.B.	45 7	14 3	5 1	20	William Bryson, Oromocto, N.B.	
103,222	A. C. Davis	Ottawa.	Horse ferry.	1893	Quyon, Que.	43 0	24 8	2 1	12	William McLean, Quyon, Que.	

## SESSIONAL PAPER No. 21b

94,332	A. C. Greenwood	Shelburne	Schr—Glt	1888 Sand Point, N.S.	41 0	13 7	6 0	15 L. Swaino, Cape Negro, N.S.
112,286	A. C. Moore	Digby	Sloop	1902 Church Point, N.S.	27 0	8 9	4 9	11 Jas. A. Moore, Westport, N.S.
97,034	A. D'E	Yarmouth	Schr—Glt	1891 Pubnico, N.S.	38 0	13 8	5 5	14 A. D'Entremont, Pubnico, N.S.
103,438	A. D. Smith	Ottawa	Barge—Chd	1895 Barry's Bay, Ont. (Unkn)	32 3	11 3	3 6	14 D. Johnston, Combermere, Ont.
111,575	A. G. Nish	Toronto	Dr'dge—D'gue	1890 Oakville, Ont. 1901 Toronto, " }	65 0	23 0	6 0	43 F. B. McNamee, Montreal, Que.
103,604	A. H. Hardy	Sydney	Schr—Glt	1896 Gabarouse, N.S.	59 2	17 8	8 4	45 John Dickie, Georgetown, P.E.I.
103,741	A. J. McKean	Charlottetown	"	1896 La Have, N.S.	74 5	22 0	8 4	65 A. J. McFadyen, Tignish, P.E.I.
111,423	A. E. Crittenden	Halifax	"	1882 Booth Bay, Me., U.S.A.	81 5	22 7	7 9	84 J. S. Wells, Whitehaven, N.S.
90,461	A. Anthony	St. John, N.B.	"	1884 Lower Selmah, N.S.	71 1	21 3	7 8	78 Arthur Pritchard, St. Martin's, N.B.
85,771	A. Gauthier	Ottawa	Barge—Chd	1884 Monte Bello, Que.	111 6	22 7	6 5	137 Ottawa Transportation Co., Ltd., Ottawa Ont.
103,359	A. Gill	Montreal	Sloop	1898 Pierreville, Que.	95 8	22 9	6 5	105 Willie Gill, Pierreville, Que.
107,321	A. Lincoln	Charlottetown	Schr—Glt	1865 Essex, Mass., U.S.A.	72 5	18 8	7 0	58 G. H. Toombs, Charlottetown, P.E.I.
72,714	A. Muir	St. Catharines	"	1874 Port Dalhousie, Ont.	138 4	23 9	11 4	330 Wm. Muir, Port Dalhousie, Ont.
97,199	A. Robillard	Montreal	Sloop	1890 Pierreville, Que.	110 1	22 8	7 8	153 A. Robillard, Montreal, Que.
83,323	Aaron	Ottawa	Barge—Chd	1881 Montreal, Que.	108 0	22 0	6 4	144 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
94,790	Abana	Charlottetown	Schr—Glt	1889 La Have, N.S.	76 0	23 6	8 7	76 James Lennigan, Souris, P.E.I.
96,945	Abana	St. John, N.B.	"	1890 St. Martin's, N.B.	77 5	25 9	7 6	97 G. R. McDonough, St. Martin's, N.B.
107,798	Abbie Keast	"	"	1899 Cambridge, N.B.	83 0	27 0	7 3	96 Albert E. Erb, St. John, N.B.
107,070	Abbie Verna	"	Wdgt—Bdb	1898 Waterborough, N.B.	69 5	24 3	6 4	66 Joshua Knight, St. John, N.B.
77,826	Abby G	Halifax	Schr—Glt	1879 Ship Harbour, N.S.	54 6	15 8	6 2	31 Walter Clawson, Ship Harbour, N.S.
92,603	Abby Jane	Sydney	"	1889 Aspy Bay, N.S.	45 5	15 6	6 1	19 John Fitzgerald, Aspy Bay, N.S.
100,828	Abeona	Lunenburg	Bktn—Bkgt	1893 Mahone Bay, N.S.	143 9	32 2	13 0	499 J. H. Zwicker, Mahone Bay, N.S.
103,373	Aberdeen	Winnipeg	Barge—Chd	1888 Moorehead, Min., U.S.A.	119 0	26 9	5 5	130 The Northwest Nav. Co., Ltd., Winnipeg, Man.
88,696	Abyssinia	St. John, N.B.	Bk—Bq	1885 St. John, N.B.	186 5	36 7	22 4	1083 J. F. Taylor, St. John, N.B.
83,313	Acacia	Port Medway	Bgtn—Bkgt	1884 Port Medway, N.S.	98 4	25 6	10 1	186 B. H. Hammett, Boston, Mass., U.S.A.

## LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricul.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
92,625	Acacia	Liverpool	Schr—Glt	1887	Conquerall, N.S.	80 6	24 7	9 5	99	G. C. McLaren, Liverpool, N.S.
	Acacia	Kingston.	"	1871	Smith's Falls, Ont	102 3	20 4	9 4	188	J. Crosby, Kingston, Ont.
72,942	Acadia	Montreal	Barge—Chd	1875	Quebec, Que	150 0	26 5	11 5	375	Montreal Transportation Co., Montreal, Que.
83,641	Acadian	Charlottetown	Schr—Glt	1884	Rustico, P.E.I.	77 0	22 5	7 9	77	Joseph Gallant, Rustico, P.E.I.
83,431	Acadian	Weymouth	"	1886	Meteghan River, N.S.	54 5	17 5	7 0	32	James L. Stevens, Freeport, N.S.
80,861	Aeme	Amherst, N.S.	"	1880	Wallace, N.S.	71 0	19 9	7 5	59	John W. Morris, Wallace, N.S.
90,464	Active	Maitland	"	1884	Great Village, N.S.	35 0	10 9	4 6	12	Joseph Hiltz, Pembroke, N.S.
85,710	Active	Wallaceburg	Barge—Chd	1887	Wallaceburg, Ont.	84 4	23 0	5 0	64	J. McCallum, Wallaceburg, Ont.
103,834	Active	Quebec	Schr—Glt	1896	St. John, I. Orleans, Que.	38 8	12 6	4 7	13	Elzéar Gagnon, Ste. Famille, Island Orleans, Que.
59,255	Ada	Chatham, N.B.	"	{ 1866 1890 }	Cambridge, N.B.	73 2	24 9	6 7	72	J. B. Snowball Co., Ltd., Chatham, N.B.
92,517	Ada	St. Andrews	"	1888	Campo Bello, N.B.	26 0	11 0	5 0	10	A. R. Philips, Campo Bello, N.B.
80,045	Ada	Victoria	"	1880	St. John, N.B.	72 5	25 4	7 3	91	Jos. Boscovitz, Victoria, B.C.
92,748	Ada	Sackville	"	1896	Port Elgin, N.B.	72 0	24 2	8 9	78	S. Trenholm, Pictou Landing, N.S.



## SESSIONAL PAPER No. 21b

88,381	Ada L.	Windsor, N.S.	"	1884	Walton, N.S.	46 4	16 5	6 9	31	David C. Hunter, Walton, N.S.
90,737	Ada Louise	Port Hawkesbury	"	1888	Port Hawkesbury, N.S.	60 5	19 9	7 2	57	Margaret Embree, Port Hawkesbury, N.S.
83,086	Ada M.	"	"	1882	"	40 0	14 4	6 0	20	Wm. Burke, River Bourgeoise, N.S.
107,961	Ada Mildred	Pictou, N.S.	"	1900	Lunenburg, N.S.	92 4	24 4	9 5	99	Jas. Yorston, Pictou, N.S.
107,476	Addie B.	Digby	"	1900	Westport, N.S.	36 0	13 3	6 0	13	Charles Bailey, Westport, N.S.
103,124	Addie B.	St. Andrews	Sloop	1893	"	29 0	11 0	5 9	13	John Mulholland, Campo Bello, N.B.
73,009	Adelaide	Quebec	Schr—Glt	1875	St. Paul's Bay, Que.	49 4	17 2	6 2	30	Alban Tremblay, Les Eboulements, Que.
100,211	Adelaide	Halifax	"	1891	Great Village, N.S.	83 0	24 3	8 7	100	Edward M. Baird, Great Village, N.S.
100,714	Adèle	Montreal	Sloop	1893	Yamaska, Que.	127 3	28 5	10 8	297	A. C. Waud, Montreal, Que.
111,436	Adèle	Halifax	Schr—Glt	1902	Port Clyde, N. S.	59 0	16 6	7 0	30	John C. Martin, Ketch Harbour, N.S.
88,697	Adelene	St. John, N.B.	"	1885	Rothesay, N.B.	102 0	28 6	9 9	133	F. N. Chalmers, St. John, N.B.
81,186	Adelia	Halifax	"	1898	Lussino, Picolo, Italy	77 1	39 1	22 3	138	Henry J. Whitlock, Oxford, G. B.
38,390	Adeliade	Arichat	"	1859	River Bourgeoise, N.S.	48 0	14 4	5 6	18	James Butler, Halifax, N.S.
72,099	Adelina	Chatham, N.B.	"	1876	Shippegan, N.B.	35 0	11 2	4 6	12	A. Paulin, Shippegan, N.B.
36,608	Adeline	Liverpool	"	1859	Parrsboro', N.S.	65 3	19 8	8 3	63	A. P. Mills, Summerside, P.E.I.
103,009	Adeline Gladys	Chatham, N.B.	"	1890	Caracquet, N.B.	35 5	12 6	5 0	12	John Young, Tracadie, N.B.
103,370	Adjutor	Quebec	Sloop	1895	Trois Saumons, Que.	60 6	20 5	5 4	41	C. Methot, Trois Saumons, Que.
112,060	Advance	Windsor, N.S.	Schr—Glt	1902	Canning, N.S.	150 0	31 8	10 7	295	The Advance Co., Ltd., Wolfeville, N.S.
112,321	Advent	"	"	1902	Parrsboro', N.S.	127 3	32 4	10 3	256	The Advent Co., Ltd., Wolfeville, N.S.
61,989	Adventure	Port Hawkesbury	"	1871	Wallace, N.S.	60 0	21 1	7 7	54	Duncan McDonald, Port Hood, N.S.
100,822	Adventurer	Charlottetown	"	1893	La Have, N.S.	61 8	20 8	8 3	55	Thomas Kiekham, Souris, P.E.I.
111,514	Eolus	St. John, N.B.	Sloop	1899	St. John, N.B.	27 6	8 1	3 2	4	Arthur C. Fairweather, Rothesay, N.B.
103,793	Agatha	Shelburne	Schr—Glt	1899	Shelburne, N.S.	86 0	24 0	9 1	92	John H. Thorburn, Sand Point, N.S.
111,807	Agawa	Sault Ste. Marie	Barge—Chd	1902	Collingwood, Ont.	379 0	46 0	26 0	3308	Algoma Central & H. B. Ry. Co., Sault Ste. Marie Ont.
92,730	Aggie	Toronto	Yacht	1887	Oakville, Ont.	47 3	12 0	5 4	13	Christopher Armstrong, Oakville, Ont.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
35,906	Agile.....	Lunenburg.....	Schr—Glt.....	1861	Lunenburg, N.S.....	54 6	16 4	6 9	27	Henry A. Shatford, St. Margaret's Bay, N.S.
36,146	Agility.....	Arichat.....	".....	1858	Port Medway, N.S.....	75 6	21 8	8 2	72	Isidore Porrier, West Arichat, N.S.
112,036	Aglae.....	Quebec.....	".....	1902	Grandes Bergeronnes, Que.	54 9	16 2	5 8	37	Thos. P. Pelletier, Trois Pistoles, Que.
112,376	Agnes.....	Arichat.....	".....	1902	Scatterie Island, N.S....	39 5	10 7	6 1	15	Patk. Waddin, Scatterie Island, N.S.
85,660	Agnes.....	Halifax.....	".....	1877	Chezetcook, N.S.....	34 0	12 7	5 1	11	Jacob Lapiere, Chezetcook, N.S.
78,046	Agnes Hudson.....	Richibucto.....	".....	1880	Richibucto, N.B.....	34 8	12 6	4 2	9	R. T. Holman, Summerside, P.E.I.
107,067	Agnes May.....	St. John, N.B.....	".....	1898	Musquash, N.B.....	79 1	27 8	6 6	92	Jno. Kerrigan, Musquash, N.B.
111,641	Aguadilla.....	Lunenburg.....	".....	1901	Lunenburg, N.S.....	94 6	24 9	9 8	100	Freeman Anderson, Lunenburg, N.S.
107,953	Alava.....	".....	".....	1900	Lunenburg, N.S.....	87 8	23 9	9 4	85	Wm. C. Smith, Lunenburg, N.S.
90,533	Aid.....	Prescott.....	Barge—Chd.....	1855	Montreal, Que.....	153 2	24 4	11 7	368	James Buckley, Prescott, Ont.
85,511	Aileen.....	Toronto.....	Yacht.....	1882	Toronto, Ont.....	65 0	11 8	8 3	25	Robt. Myles, Toronto, Ont.
72,817	Ainoko.....	Victoria.....	Schr—Glt.....	1891	Yokohama, Japan.....	75 5	21 8	7 7	75	Victoria Sealing Co., Ltd., Victoria, B.C.
(a) 38,485	Ajax.....	Arichat.....	".....	1867 1892	River Bourgeoise, N.S. (1892)	61 1	18 1	8 3	40	Murdoch LeBlanc, D'Esconsse, N.S.
64,970	Alabama.....	Quebec.....	Barge—Chd.....	1871	Grande Bay, Saguenay, Que.	100 2	21 6	8 5	151	John Torrance, Montreal, Que.

## SESSIONAL PAPER No. 216

111,728	Alameda.....	Lunenburg.....	Schr—Glt.....	1902	Lunenburg, N.S.....	87 6	24 6	9 5	93	Chas. L. Silver, Lunenburg, N.S.
111,628	Alart.....	Digby.....	Sloop.....	1901	Cape St. Mary's, N.S.....	35 0	11 0	4 2	11	Stephen A. Doncette, <i>et al.</i> , Cape St. Mary's, N.S.
77,897	Alaska.....	Sackville.....	Schr—Glt.....	1884	Sackville, N.B.....	94 0	29 9	8 5	118	J. N. Pugsley, Parrsboro', N.S.
94,783	Alaska.....	Lunenburg.....	".....	1889	Lunenburg, N.S.....	76 3	23 5	9 2	87	W. H. Bennett, Bay of Islands, Nfld.
64,512	Alba.....	Arichat.....	".....	1871	St. John, N.B.....	87 4	26 3	9 4	157	John W. Hayes, Holbrook, Eng., G.B.
85,974	Alba.....	St. John, N.B.....	".....	1882	Waterborough, N.B.....	83 4	27 0	7 2	92	R. A. Christie, River Hebert, N.S.
100,243	Alba.....	Halifax.....	Sloop.....	1894	Shelburne, N.S.....	36 5	9 3	3 8	5	James Fraser, Halifax, N.S.
85,777	Albani.....	Montreal.....	".....	1883	Yanaska, Que.....	107 5	22 6	7 4	159	H. F. Cumming, Cornwall, Ont.
112,341	Albani.....	Liverpool.....	Schr—Glt.....	1902	Liverpool, N.S.....	126 0	29 9	11 0	249	L. B. Currie, <i>et al.</i> , West Dublin, N.S.
88,428	Albania.....	St. John, N.B.....	Ship—3 m.....	1884	St. John, N.B.....	204 7	39 5	24 2	1438	J. F. Taylor and Charles E. Taylor, Rothesay, N.B.
92,766	Albatros.....	Quebec.....	".....	1889	Stc. Anne de la Parade, Que.....	93 8	24 6	9 0	130	N. E. Angers, Ste. Anne de la Parade, Que.
75,486	Albatross.....	St. Catharines.....	Schr—Glt.....	1871	Port Dalhousie, Ont.....	136 0	26 3	11 9	317	The Midland Towing & Wrecking Co., Midland, Ont.
85,501	Albatross.....	St. John, N.B.....	Bktn—Bkgt.....	1882	Tynemouth, N.B.....	139 2	30 3	13 0	400	Schofield & Co., Ltd., St. John, N.B.
92,371	Albatross.....	".....	Schr—Glt.....	1881	Greenwich, N.B.....	60 3	19 2	5 2	45	F. E. Walton, Greenwich, N.B.
103,081	Albatross.....	Chatham, N.B.....	".....	1894	Shippegan, N.B.....	35 3	12 3	5 1	13	T. Ahier, Shippegan, N.B.
100,846	Albatross.....	Lunenburg.....	".....	1894	Malone Bay, N.S.....	44 4	15 7	6 4	26	Phineas Wilneff, Lunenburg, N.S.
103,873	Albert.....	Montreal.....	Sloop.....	1897	Yanaska, Que.....	109 4	23 1	7 1	147	H. E. Larkin and A. Sangster, Iroquois, Ont.
100,378	Albert P.....	Sydney.....	Schr—Glt.....	1892	New Harris, N.S.....	69 5	19 8	7 1	60	Peter Porrier, West Arichat, N.S.
112,156	Albert W.....	Chatham, N.B.....	".....	1902	Miscou Head, N.B.....	33 6	12 9	4 9	10	A. F. Wilson, Shippegan, N.B.
107,381	Alberta.....	Ottawa.....	Scow—Chd.....	1898	Ottawa, Ont.....	40 5	12 2	2 0	6	Jas. Cunningham Wright, Hull, Que.
100,586	Alberta.....	Montreal.....	Sloop.....	1892	Yanaska, Que.....	136 2	27 4	11 2	262	Canadian Forwarding & Export Co., Ltd., Montreal, Que.
100,179	Alberta.....	".....	Barge—Chd.....	1891	Kingston, Ont.....	163 5	23 2	10 2	314	Montreal Transportation Co., Montreal, Que.
107,644	Albertha.....	Lunenburg.....	Schr—Glt.....	1899	La Have, N.S.....	86 9	24 2	9 5	94	Amiel Corkum, La Have, N.S.
94,736	Albertina.....	Windsor, N.S.....	Bktn—Bkgt.....	1890	Newport, N.S.....	157 0	36 5	16 0	654	Samuel Reynard, New York, N.Y., U.S.A.
54,227	All erton.....	Halifax.....	Schr—Glt.....	1866	Cascaumpec, P.E.I.....	53 7	16 5	6 4	30	Michael Wells, Guysboro', N.S.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. inches. Pieds, pouces.				
92,533	Albina.....	Montreal.....	Barge—Chd.....	1887	Sorel, Que.....	110 9	22 8	8 8	180	G. F. Benson and J. D. Reid, J. O., Cardinal, Ont.
94,025	Albion.....	Ottawa.....	".....	1888	Rockland, Ont.....	110 0	22 8	7 3	149	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
112,266	Albya.....	Montreal.....	Sloop.....	1902	Pierreville, Que.....	102 3	23 0	7 2	123	Eusèbe Mondou, St. Thomas du Lac, Que.
107,057	Aleat.....	Lunenburg.....	Schr—Glt.....	1899	Lunenburg, N.S.....	97 7	25 4	9 6	99	Alexander Kniekle, Lunenburg, N. S.
74,284	Alec.....	Quebec.....	Barge—Chd.....	1875	Yamaska, Que.....	93 8	22 0	6 1	90	E. Paul, Sorel, Que.
103,908	Aleide.....	Montreal.....	Sloop.....	1897	Pierreville, Que.....	82 2	19 0	5 1	65	C. Daneau, St. Thomas de Pierreville, Que.
112,287	Alda.....	Digby.....	Schr—Glt.....	1902	Apple River, N.S.....	27 0	10 5	6 0	11	Riley Lewis, Apple River, N.S.
88,505	Aldine.....	Yarmouth.....	Bgn—Bkglt.....	1884	Belliveau's Cove, N.S.....	131 0	29 5	12 8	344	F. L. Davis, Yarmouth, N.S.
80,640	Alert.....	".....	Schr—Glt.....	1877	Chebogue, N.S.....	31 5	11 0	4 2	7	Benj. Davis, Yarmouth, N.S.
90,736	Alert.....	Port Hawkesbury.....	".....	1879	Little Harbour, N.S.....	31 6	12 3	4 7	11	Wm. A. Keating, Port Mulgrave, N.S.
94,823	Alert.....	Weymouth.....	".....	1889	Gilbert Cove, N.S.....	108 0	26 8	12 0	229	G. J. Howatson, New York, U.S.A.
96,950	Alert.....	St. John, N.B.....	Bk—Bq.....	1890	Harvey, N.B.....	163 3	34 6	13 3	576	J. N. Smith, Coverdale, N.B.
111,745	Alexa.....	Lunenburg.....	Schr—Glt.....	1902	Lunenburg, N.S.....	94 8	25 0	10 0	99	F. Zwicker, Lunenburg, N. S.
72,671	Alexander.....	Victoria.....	".....	1870	Port Essington, B. C.....	170 0	27 2	12 5	189	Walter B. Mills, San Francisco, Cal., U.S.A.

## SESSIONAL PAPER No. 21b

74,046	Alexander	Sydney	"	1877 Little Narrows, N.S.	75 2	22 3	8 3	78 Dan. Hamilton, North Sydney, N.S.
	Alexander	St. Catharines	"	1857 Port Dalhousie, Ont.	134 0	23 0	11 0	351 Bryce Muir, Port Dalhousie, Ont.
79,920	Alexander Black	Dorchester	Bk—Bq	1891 Harvey, N.B.	105 8	34 9	13 3	575 Alexander Black, Dorchester, N.B.
107,608	Alexandra	Weymouth	Barge—Chd	1901 Weymouth Bridge, N.S.	105 0	27 8	9 8	178 Thomas C. Rice, Weymouth Bridge, N.S.
	Alexina	Montreal	"	1873 Lachine, Que.	85 2	22 0	7 0	97 G. Mattayez, Lachine, Que.
83,258	Alfred	Digby	Schr—Glt	1883 Granville, N.S.	47 4	16 3	6 5	29 Milton Haines, <i>et al.</i> , Freeport, N.S.
103,343	Alfred	Montreal	Sloop	1895 Yamaska, Que.	125 4	26 4	10 8	266 J. Bourier and U. Bourier, J. O., St. Roch, Que.
80,634	Alfred	"	"	1881 " "	110 0	22 3	7 7	165 R. Bickerdike and R. Ironside, Montreal, Que.
85,327	Alfred A. Hackett	Owen Sound	Schr—Glt	1884 Wiarton, Ont.	43 0	12 0	4 0	11 H. R. Ely, Wiarton, Ont.
77,577	Alfred Demers	Montreal	Sloop	1878 Three Rivers, Que.	105 0	22 5	7 6	131 The Minister of Public Works, Ottawa, Ont.
94,378	Alfred R. Davison	"	Barge—Chd	1885 Whitehall, N.Y., U.S.A.	97 4	17 6	7 0	99 Amedé Mallette, Rigaud, Que.
100,489	Algona	Lunenburg	Barge—Chd	1892 Dublin Shore, N.S.	62 6	20 8	8 1	56 J. Publicover, Dublin Shore, N.S.
111,647	Alhambra	"	"	1901 Malone Bay, N.S.	88 2	24 5	9 6	90 Thomas Hamm, Lunenburg, N.S.
77,549	Alice	Amherst, N.S.	"	1879 Parrsboro, N.S.	37 0	11 5	4 4	8 W. B. Manning, Parrsboro, N.S.
71,302	Alice	Charlottetown	"	1881 Rexton, N.B.	37 0	12 0	4 7	10 Alex. McArthur, Lot 14, P.F.I. (l)
75,794	Alice	Ottawa	"	1878 Ottawa, Ont.	108 0	22 8	7 6	163 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,440	Alice	"	"	1890 Buckingham, Que.	68 4	14 9	3 4	30 O. M. Harris, Buckingham, Que.
75,612	Alice	Yarmouth	Schr—Glt	1877 Shelburne, N.S.	43 0	15 7	6 8	17 J. J. Duffy, Saulnierville, N.S.
64,626	Alice	Parrsboro'	"	1872 St. Martin's, N.B.	66 0	21 0	6 6	55 J. Kendrick, Parrsboro, N.S.
90,866	Alice	Halifax	"	1885 La Have, N.S.	36 0	11 4	4 4	12 James Hemlow, jr., Liscombe, N.S.
92,776	Alice	New Westminster	Sloop	Mud Bay B.C.	32 6	10 5	3 0	9 Donald Urquhart, Vancouver, B.C.
100,382	Alice	Sydney	Schr—Glt	Newfoundland	37 6	12 0	5 3	10 Wm. Hunt, Sydney, N.S.
100,561	Alice	"	Barge—Chd	1894 Lunenburg, N.S.	120 7	25 8	12 9	248 Dominion Coal Co., Ltd., Montreal, Que.
100,712	Alice	Montreal	Sloop	1893 Yamaska, Que.	109 6	22 9	9 6	186 The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
100,984	Alice	Chatham, N.B.	Schr—Glt	1888 Caraquet, N.B.	35 0	12 5	8	11 Wm. Doucette, Caraquet, N.B.

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					Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
					Ft. 10ths. Ft. 10ths. Ft. 10ths.				
111,843	Alice .....	Chatham, N.B. ....	Schr—Glt .....	1901 Shippegan, N.B. ....	73 2	18 4	8 8	66	Wm. Fruing & Co., Ltd., Jersey.
107,282	Alice .....	Liverpool .....	Bgtn—Bkglt .....	1900 Liverpool, N.S. ....	116 0	28 1	10 7	199	John H. Harlow, <i>et al.</i> , Milton, N.S.
103,206	Alice .....	" .....	Schr—Glt .....	1896 Port Mouton, N.S. ....	56 5	18 7	7 6	42	Jas. Lohnas, <i>et al.</i> , La Have, N.S.
107,313	Alice A. ....	Halifax .....	" .....	1899 Grand Desert, N.S. ....	42 0	13 5	5 8	16	W. McPherson, Pope's Harbour, N.S.
74,085	Alice Butt .....	" .....	" .....	1876 Bay St. George, Nfld. ....	50 0	18 3	7 6	40	Nachaniel Butt, Bay St. George, Nfld.
85,375	Alice E. L. ....	" .....	" .....	1882 Moser's River, N.S. ....	63 4	20 9	7 7	59	Alexander F. Smith, Moser's River, N.S.
111,738	Alice Gertrude .....	Lunenburg .....	" .....	1902 La Have, N.S. ....	83 4	22 3	9 4	81	Thos. A. Wilson, Bridgewater, N.S.
107,992	Alice J. Davis .....	Canso .....	" .....	1899 Canso, N.S. ....	44 0	14 8	7 1	20	Edward Hearn, Canso, N.S.
92,487	Alice Maud .....	Windsor, N.S. ....	" .....	1887 Grand Maun, N.B. ....	32 0	11 0	6 0	12	John F. Paul, Hall's Harbour, N.S.
64,550	Alice Maud .....	St. John, N.B. ....	" .....	1871 St. John, N.B. ....	43 0	16 4	5 4	25	Wm. Langwith, Minudie, N.S.
96,955	Alice Maud .....	" .....	" .....	1890 Greenwich, N.B. ....	86 0	27 9	7 5	120	N. C. Scott, St. John, N.B.
103,279	Alice Maud .....	Chatham, N.B. ....	" .....	1895 Caraquet, N.B. ....	36 0	12 0	4 4	10	C. Robin, Collas & Co., Ltd., Jersey.
88,270	Alice May .....	St. John, N.B. ....	" .....	1884 Musquash, N.B. ....	35 3	12 5	5 0	10	Isaac H. Northup, St. John, N.B.
90,660	Alice May .....	Yarmouth .....	" .....	Vinal Haven, Me., U.S.A. ....	46 5	15 4	5 7	18	Chas. Teed, Freeport, N.S.



SESSIONAL PAPER No. 21b

88,456	Alice May	Arichat.	"	1888	Port Hawkesbury, N.S.	54 1	18 6	6 7	39	Wm. LeVesconte, D'Esoussie, N.S.
	Alice Pacy	Montreal.	Barge—Chd	1871	Montreal, Que.	115 8	25 0	9 2	240	G. M. Miller and J. G. B. Jones, Montreal, Que.
90,719	Alice Phebe	Halifax	Schr—Glt	1886	Ship Harbour, N.S.	62 0	20 5	9 4	71	David J. Burns, Sonora, N.S.
77,725	Alice and Nelly	Digby	"	1878	Freeport, N.S.	50 6	17 3	6 2	30	A. T. Thurber, et al., Freeport, N.S.
100,739	Alida A.	Windsor, N.S.	"	1894	Cambridge, N.S.	27 9	9 4	3 4	4	S. J. Smith, jr., Cheverie, N.S.
97,194	Alika.	Chatham, N.B.	"	1891	Shippegan, N.B.	37 5	12 2	4 6	12	L. Paulin, Shippegan, N.B.
100,857	Alix.	Quebec.	"	1893	Montmagny, Que.	32 8	12 8	5 6	13	R. Lesperance, Montmagny, Que.
103,731	Alkaline	Parrsboro'	Bk—Bq	1897	Parrsboro' N.S.	173 6	37 1	17 2	626	F. R. Eaton, New York, N.Y., U.S.A.
74,410	Alliance.	Chatham, N.B.	Bgtm—Bkgt.	1877	Shippegan, N.B.	90 0	19 5	11 4	99	Wm. Fruing & Co., Ltd., Jersey.
78,034	Alliance.	Chatham, Ont.	Schr—Glt.	1867	Port Dover, Ont.	47 0	16 8	5 0	33	Arnold Winegardin, Chatham, Ont.
36,176	Alliance	Liverpool.	"	1858	Petite Riviere, N.S.	56 2	17 9	7 5	40	C. H. Innes, Liverpool, N.S.
103,478	Allie I. Alger.	Victoria	"	1886	Seattle, Wash., U.S.A.	76 0	25 0	8 5	75	John Kingsman, Victoria, B.C.
112,391	Allumet	Ottawa	Barge—Chd	1902	Ottawa, Ont.	52 4	13 5	2 4	27	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
107,550	Alma.	St. John, N.B.	Schr—Glt	1898	Cambridge, N.B.	73 0	24 7	6 5	70	John E. Moore, St. John, N.B.
36,487	Alma.	Charlottetown	"	1860 1881	Lunenburg, N.S.	67 5	21 2	8 4	65	J. A. Down, Charlottetown, P.E.I.
85,755	Alma.	Quebec	"	1882	St. Jean, Port Joli, Que.	31 2	11 0	4 3	9	Pierre Bernier, L'Assomption de Macnider, Que.
73,038	Alma.	"	Barge—Chd	1866	Batiscan, Que.	71 5	20 0	5 1	48	P. Carrier, Boncherville, Chambly Co., Que.
107,221	Alma.	"	Sloop.	1897	St. Simeon, Que.	34 4	13 0	4 2	11	S. Talon, St. Simeon, Que.
92,554	Alma.	Montreal.	"	1881	Sorel, Que.	85 3	19 6	4 1	47	J. Daneau, St. Francois du Lac, Que.
103,709	Alma.	Chatham, N.B.	Schr—Glt.	1894	Caracquet, N.B.	34 5	12 0	4 4	11	John B. Sirois, Caracquet, N.B.
107,357	Alma.	Sydney	"	1898	Aspy Bay, N.S.	52 9	18 1	5 5	34	G. Burton, Aspy Bay, N.S.
103,867	Alma H.	Quebec.	"	1898	Ship Harbour, N.S.	53 8	16 4	6 8	32	Judge A. H. Sinard, St. Paul's Bay, Que.
48,198	Almanda	"	"	1864	St. Thomas, Que.	74 0	24 8	9 1	98	Jos. Bergeron, Les Ebaulements, Que.
74,266	Almanda	"	"	1876	Cap St. Ignace, Que.	60 5	19 0	6 6	41	J. Bouchard, Malbaie, Que.
103,763	Alouette.	Chatham, N.B.	"	1896	Caracquet, N.B.	36 0	11 6	4 8	10	Thos. Ahier, Shippegan, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Ft. 10ths Pieds 10/100		
88,598	Alph. B. Parker	St. John, N.B.	Schr—Glt.	1885	Tusket Wedge, N.S.	67 3	19 2	6 8		47 H. Outhouse, Tiverton, N.S.	
77,544	Alpha	Aricat.	"	1878	Wallace, N.S.	58 2	19 0	6 9		42 Wm. LeVesconte, D'Escoisse, N.S.	
61,625	Alpha	Halifax	"	1878	Isaac's Harbour, N.S.	46 6	15 2	6 2		18 C. A. Shatford, Chester Basin, N.S.	
100,500	Alpha	Victoria	Scow—Chd.	1890	Victoria, B.C.	66 0	22 4	4 2		44 E. C. Baker, Victoria, B.C.	
100,364	Alphonse Pierre	Quebec	Schr—Glt.	1891	Bon Desir, Que.	52 6	17 0	5 8		29 Henri St. Gelois, Mille Vaches, Que.	
97,175	Altona	Windsor, N.S.	Bktn—Bkgt.	1890	Parrsboro', N.S.	149 4	34 7	12 9		401 Thos. A. Marsters, Hantsport, N.S.	
100,617	Altona	Shelburne	Schr—Glt.	1894	Sable River, N.S.	47 1	16 2	7 2		28 Wm. McMillan, Lockeport, N.S.	
94,842	Alzora	Windsor, Ont.	Scow—Chd.	1890	Belle River, Ont.	65 0	18 0	3 8		43 Louis Thibert, Belle River, Ont.	
107,344	Amanda	Yarmouth	Schr—Glt.	1901	Pubnico, N.S.	41 0	12 4	5 0		15 Henry A. Amiro, Pubnico, N.S.	
90,426	Ananias	Barrington	"	1886	Shelburne, N.S.	58 6	17 7	6 8		38 David T. Leslie, Spry Bay, N.S.	
92,374	Amanda S.	St. John, N.B.	"	1887	Rexton, N.B.	54 3	17 9	4 8		24 W. C. Derry, Dover, N.B.	
74,270	Amarilda	Quebec	"	1876	Ste. Luce, Que.	45 9	14 9	5 8		24 C. Vézina, St. Michel de Bellechasse, Que.	
106,810	Amateur	Victoria	"	1892	Seattle, Wash., U.S.A.	43 5	15 3	5 9		18 C. Gibson, Nitinat, B.C.	
83,176	Amazon	Lunenburg	"	1882	Lunenburg, N.S.	70 6	23 3	8 5		73 Peter Smith, Buctouche, N.B.	

## SESSIONAL PAPER No. 21b

112,101	Ambition.....	"	"	1902	La Have, N.S.	95	8	26	0	10	2	100	A. Himmelman, La Have, N.S.
97,196	Anelia..	Montreal	Sloop.....	1890	Yanaska, Que.	104	3	22	9	7	1	108	O. Desrosiers, Yanaska, Que.
107,807	America.....	St. John, N.B.	"	1896	Grand Manan, N.B.	40	6	13	7	5	4	16	John W. Thurber, Freeport, N.S.
107,311	America.....	Halifax	Schr—Glt	1898	Shelburne, N.S.	75	0	20	5	9	4	57	James Hanrahan, Ferguson's Cove, N.S.
94,892	Americo.....	New Westminster	Sloop.....	1887	Nanaimo, B.C.	48	0	14	3	3	3	32	Bernard Buck, Vancouver, B.C.
59,372	Amos M. Holt.....	Digby..	Schr—Glt	1876	St. Patrick, N.B.	53	0	19	3	6	0	33	David R. Graves, Granville, N.S.
85,988	Amv J.....	St. John, N.B.	Wdlt—Bab.	1882	Canning, N.B.	66	3	24	9	6	6	62	Joseph W. Fyfe, Sand River, N.S.
99,432	Ancenis.....	Yarmouth	Ship.....	1882	Greenock, G.B.	257	0	39	0	22	7	1700	The Ship Ancenis Co., Ltd., Liverpool, G.B.
64,988	Andora.....	Quebec	Schr—Glt	1870	St. André, Que.	46	8	15	0	6	5	27	Theod. Charette, Rivière du Loup, Que.
88,610	Angara.....	Lunenburg	Ektn—Bkglt.	1884	Bridgewater, N.S.	139	2	33	0	21	2	630	Robert Dawson, M.O., Bridgewater, N.S.
103,071	Anglesea.....	Chatham, N.B.	Schr—Glt	1893	Caracquet, N.B.	36	2	13	4	5	1	12	H. LeBouthillier, Caracquet, N.B.
71,213	Anglo-Saxon..	Sarnia.....	"	1864	Port Dalhousie, Ont.	133	8	26	0	11	3	253	Executors of the Estate D. D. Calvin, Kingston, Ont.
107,705	Anglo-Saxon.....	Toronto	House boat.....	1898	Penetanguishene, Ont.	58	0	22	0	3	0	180	David Davidson, Penetanguishene, Ont.
85,482	Angola.....	Liverpool	Schr—Glt	1883	Jordan River, N.S.	82	4	22	2	8	7	94	C. A. Larder, New Ross, N.S.
107,803	Amica.....	St. John, N.B.	Sloop.....	1896	St. Andrews, N.B.	32	6	12	0	5	0	10	Isaac Treecartin, Grand Manan, N.B.
52,032	Anna.....	Annapolis.....	Schr—Glt	1865	Wilnot, N.S.	74	8	24	4	8	9	88	J. Brown, Port George, N.S.
69,579	Anna.....	Quebec	"	1895	Chicoutimi, Que.	40	5	13	5	5	5	18	Mrs. H. Brassard, Malbaite, Que.
103,887	Anna.....	"	"	1896	Grondines, Que.	103	2	24	6	8	8	138	T. Rivard, Grondines, Que.
92,419	Anna.....	Chatham, N.B.	"	1889	Shippegan, N.B.	34	7	12	2	5	0	12	Dosithé Chiasson, Shippegan, N.B.
103,073	Anna.....	"	"	1892	"	35	2	12	8	5	0	11	Luke Friolet, Caracquet, N.B.
103,244	Anna.....	Montreal	Sloop.....	1890	Yanaska, Que.	93	0	21	4	5	6	76	Clarisse La Salle, St. Michel d'Yanaska, Que.
100,137	Anna B.....	Winnipeg.....	Barge—Chd	1892	Rat Portage, Ont.	43	2	22	2	5	1	14	Angus McKimmon, Rat Portage, Ont.
59,956	Anna Craig.....	Quebec	Schr—Glt	1870	Quebec, Que.	129	0	26	2	11	5	290	John McArthur, jr., Toronto, Ont.
77,772	Anna E. Foster.....	Goderich.....	"	1877	Cheboygan, Mich., U.S.A	66	0	17	0	6	6	39	W. Foster, Owen Sound, Ont.
103,275	Anna Helen.....	Chatham, N.B.	"	1894	Tracadie, N.B.	38	5	12	9	5	0	12	Jos. Williston, Chatham, N.B.



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Official number. Numéro matricule.	Name of ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Rig. Gréement.	Built—Constructé.	Where Built. Lien de construction.	Register Dimensions.				Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100ths	Ft. 100ths	Ft. 100ths			
80,043	Anna K	St. John, N.B.	Schr—Glt.	1881	Greenwich, N.B.	40 4	13 3	5 8	14	George H. Gibson, Margaretsville, N.S.	
103,453	Anna Maud	Arichat.	"	1892	Georgetown, P. E. I.	34 2	13 7	4 6	10	R. H. Munroe, Whitehaven, N. S.	
88,511	Annabell	Sydney	"	1883	Ingonish, N. S.	33 7	13 8	6 0	11	George H. Murray, North Sydney, N. S.	
72,572	Annandale.	Kingston.	"	1868 1879	Kingston, Ont. Port Dalhousie, Ont.	111 8	24 9	9 1	180	Geo. Irving, Burlington, Ont.	
80,768	Anne Prudence	Quebec	"	1881	Cap St. Ignace, Que.	41 5	14 7	6 2	24	Joseph Tremblay, Chicoutimi, Que.	
92,759	Annette	"	"	1889	Anse St. Jean, Que.	42 0	15 0	6 4	21	M. Blais, jr., Rivière Romaine, coast of Labrador.	
72,081	Annie.	Chatham, N.B.	"	1875	Richibucto, N. B.	41 3	13 8	4 7	13	John P. Brennan, Alberton, P. E. I.	
71,106	Annie.	Chatham, Ont.	"	1853	Swan Creek, U. S. A.	55 4	16 6	4 4	30	P. Demars and M. Thibeau, Dover East, Ont.	
57,260	Annie	Arichat.	"	1867	La Have, N. S.	70 0	22 0	8 8	68	Edward J. LeBlanc, West Arichat, N. S.	
88,219	Annie	Halifax	"	1874	Lunenburg, N. S.	41 0	13 2	5 5	15	George H. Graham, Three Fathom Har- bour, N. S.	
103,507	Annie	"	"	1894	Mahone Bay, N. S.	39 0	12 6	5 6	16	Chas. Covey, Indian Harbour, N. S.	
63,956	Annie	Port Hawkesbury.	"	1874	Margaree, N. S.	38 0	14 0	6 0	19	Isaac Murray, Halifax, N. S.	
80,886	Annie	St. Andrews	"	1881	St. Andrews, N. B.	68 0	18 1	6 2	41	James D. Ellis, Kingsport, N. S.	
83,030	Annie	Wallaceburg.	Barge—Chld	1883	Wallaceburg, Ont.	96 0	24 0	4 7	70	Asa Ribble, Dresden, Ont.	

## SESSIONAL PAPER No. 21b

75,888	Annie	Yarmouth	Schr—Glt	1880 Pictou, N.S.	43 3	16 4	5 6	22 W. H. Anderson, Granville, N.S.
103,061	Annie	"	"	1895 Salmon River, N.S.	77 6	25 0	6 5	71 Ben. Gullison, Salmon River, N.S.
	Annie	Montreal	Barge—Chd	1869 Williamstown, Ont.	121 1	22 9	7 6	185 Ernest Templier, Montreal, Que.
92,699	Annie	Winnipeg	"	1889 Norman, Ont.	59 0	14 4	5 7	30 The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
94,897	Annie	New Westminster	Sloop	1889 Vancouver, B.C.	31 0	10 0	5 0	9 J. F. Fell, Victoria, B.C.
111,879	Annie B.	Yarmouth	Schr—Glt	1902 Pubnico, N.S.	41 0	14 9	6 6	20 Theod. D'Entrement, Pubnico, N.S.
111,422	Annie B.	Halifax	"	1901 Port Felix, N.S.	49 2	16 4	7 7	26 Benjamin Boudrot, Port Felix, N.S.
103,027	Annie Blanche	Parrsboro'	"	1895 Parrsboro', N.S.	68 7	22 3	7 1	68 Leonard A. Rowe, Parrsboro', N.S.
107,955	Annie C. Hall	Lunenburg	"	1892 Booth Bay, Me., U.S.A.	84 0	22 5	8 4	74 Adam Selig, Vogler's Cove, N.S.
72,978	Annie Coggins	Digby	"	1876 Freeport, N.S.	67 7	18 6	8 4	22 Thos. Milner, <i>et al.</i> , Granville, N.S.
71,261	Annie Onthbert	Cobourg	Sloop	1874 Cobourg, Ont.	55 4	17 4	7 2	36 C. D. A. Heath, Hamilton, Ont.
80,627	Annie D.	Shelburne	Schr—Glt	1881 Pubnico, N.S.	72 8	23 0	7 9	71 H. Swansburg, Shelburne, N.S.
90,731	Annie E. Paint	Victoria	"	1885 Port Hawkesbury, N.S.	77 0	24 1	9 2	82 John G. Cox, M.O., Victoria, B.C.
90,487	Annie Eliza	Halifax	"	1880 Jeddore, N.S.	35 3	14 3	5 6	14 Arthur Day, Jeddore, N.S.
100,389	Annie F.	Sydney	"	1895 Main-à-Dieu, N.S.	37 4	13 0	5 2	13 John Farrell, Main-à-Dieu, N.S.
83,285	Annie Falconer	Cobourg	"	1867 Kingston, Ont.	108 0	24 3	9 0	175 Geo. Plunkett, Cobourg, Ont.
92,506	Annie G.	St. Andrews	"	1876 West Isles, N.B.	30 0	10 9	6 3	10 Stephen Mitchell, Campo Bello, N.B.
75,827	Annie G.	Halifax	"	1878 Indian Harbour, N.S.	58 8	18 5	8 0	38 J. Rogers, Fortune, Nfld.
85,981	Annie Gale	St. John, N.B.	"	1882 Waterborough, N.B.	77 8	26 4	7 0	97 Stephen B. Kelly, River Hebert, N.S.
85,502	Annie Harper	"	"	1882 Chipman, N.B.	80 0	26 5	7 4	93 J. B. Splane, St. John, N.B.
57,673	Annie L.	Halifax	"	1868 Sheet Harbour, N.S.	73 5	22 0	9 3	88 Edward Leary, Newdy Quoddy, N.S.
111,524	Annie Laurie	Digby	Sloop	1900 Freeport, N.S.	28 2	11 0	5 5	10 Stephen Perry, Freeport, N.S.
61,595	Annie Louisa	Halifax	Schr—Glt	1876 Jordan River, N.S.	56 6	20 0	7 5	40 Mark Harpell, Jeddore, N.S.
100,960	Annie M.	Chatham, N.B.	"	1890 Shippegan, N.B.	36 2	12 3	4 8	11 W. S. Loggie Co., Ltd., Chatham, N.B.
107,069	Annie M.	St. John, N.B.	Sloop	1897 St. John, N.B.	42 2	14 3	4 0	18 Edward McTiguan, jr., St. John, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.			
107,766	Annie M.	Charlottetown	Schr—Glt	1902	Mimnigash, P.E.I.	35 6	13 9	6 1		20	Henry Perry, Palmer Road, P.E.I.
111,737	Annie M. W.	Lanenburg	"	1902	La Have, N.S.	90 4	24 3	9 3		98	Jos. N. Wolfe, La Have, N.S.
94,696	Annie M. Sproul	Digby	"	1878	U.S.A.	75 0	20 7	7 6		70	David Sproul, et al., Digby, N.S.
59,172	Annie McNairn	Halifax	"	1888	Buctouche, N.B.	128 6	30 7	12 8		368	Geo. E. Franklyn, Halifax, N.S.
103,463	Annie May	Aricat.	"	1899	River Bourgeoise, N.S.	39 4	13 4	4 9		11	Placide Dugas, River Bourgeoise, N.S.
111,472	Annie May	"	"	1900	Rockdale, N.S.	44 5	11 2	7 0		17	Jas. Mombourquette, L'Ardoise, N.S.
111,526	Annie May	Digby	"	1900	Port Lorne, N.S.	28 0	11 3	5 8		11	David Sabean, Port Lorne, N.S.
83,413	Annie Minnes	Port Hope	"	1867 1881	Portsmouth, Ont.	101 9	24 9	8 6		155	W. H. Braund, Port Hope, Ont.
190,512	Annie Pearl	Parrsboro'	"	1892	Parrsboro', N.S.	56 2	17 8	6 4		40	Chas. A. Starrat, Port Lorne, N.S.
90,495	Annie S.	Halifax	"	1885	Ship Harbour, N.S.	49 3	17 6	7 0		34	Edward Canavan, Halifax, N.S.
197,279	Annie Smith.	Paspebiac	Ektu—Bkgt.	1899	Liverpool, N.S.	120 0	29 4	10 8		249	W. T. Smith, New Carlisle, Que.
90,622	Annie T. McKie	Charlottetown	Schr—Glt	1884	New London, P.E.I.	69 0	21 0	9 0		68	Joseph A. Hawes, Parrsboro', N.S.
80,992	Annie W.	Guysboro'	"	1883	Wine Harbour, N.S.	37 5	11 0	4 4		10	Elijah Walters, Wine Harbour, N.S.
103,991	Annie & Lillie	St. Andrews	Sloop	1897	Grand Manan, N.B.	26 0	12 5	6 5		10	Joseph Hatt, Grand Manan, N.B.



## SESSIONAL PAPER No. 21b

97,048	Annie and Lizzie.....	St. John, N.B.	Schr—Glt.....	1891 Port Mouton, N.S.....	53 0	17 8	7 0	39 H. Outhouse, Tiverton, N.S.
90,655	Annina .....	Yarmouth .....	" .....	1886 Eel Brook, N.S.....	40 4	13 0	4 3	12 Hilaire Bourque, Eel Brook, N.S.
54,720	Antelope.....	Port Hawkesbury .....	" .....	1874 Margaree, N.S.....	48 5	16 0	6 0	24 Geo. D. McLeod, Broad Cove, N.S.
75,631	Antelope.....	Toronto .....	" .....	1873 Port Dalhousie, Ont. ....	138 6	26 3	11 4	334 Allert. A. J. Foster and Amelia Ure, J. O., Toronto, Ont.
.....	Antelope.....	Hamilton .....	" .....	1854 Port Robinson, Ont.....	106 5	19 7	9 7	180 Joseph Glass, Sarnia, Ont.
88,412	Anthem .....	St. John, N.B.....	Wdgt—Bab .....	1884 Greenwich, N.B.....	48 6	17 0	5 1	24 W. McVicar, St. George, N.B.
94,728	Antigua.....	Windsor, N.S .....	Bktn—Bkglt.....	1889 Newport, N.S.....	165 6	36 7	16 0	735 H. H. Greeno, Kempt, N.S.
38,498	Appoline.....	Aricat.....	Schr—Glt .....	1868 River Inhabitants, N.S.....	51 8	18 9	8 1	40 C. D. Terrio, Arichat, N.S.
100,671	April .....	Vancouver .....	Scow—Chld. ....	1888 Vancouver, B.C.....	80 8	23 2	6 2	96 Gordon T. Legg, Vancouver, B.C.
92,474	Aquila.....	Charlottetown.....	Bgtn—Bkglt.....	1888 Georgetown, P.E.I.....	92 8	24 6	10 7	150 Wm. Sencabaugh, Georgetown, P.E.I.
74,205	Arab. ....	Montreal .....	Barge—Chld .....	1876 Montreal, Que.....	122 9	26 9	7 5	204 D. Anderson, Montreal, Que.
100,987	Arabi .....	Chatham, N.B .....	Schr—Glt .....	1890 Shippegan, N.B.....	34 6	13 1	4 8	12 P. Rive, Caraque, N.B.
111,750	Arabia.....	Lunenburg .....	" .....	1902 La Have, N.S .....	84 5	23 2	9 0	80 David Heisler, Lunenburg, N.S.
.....	Arabian .....	Montreal .....	Barge—Chld .....	1865 Yanaska, Que.....	76 3	20 9	5 5	61 Narcisse Foreier, St. Aimé, Que.
38,355	Arbutus .....	Aricat .....	Schr—Glt .....	1852 Essex, Mass., U.S.A.....	64 0	19 9	7 0	46 Saml. Lawrence, Margaree, N.S.
100,472	Arcana .....	Lunenburg.....	" .....	1892 Lunenburg, N.S .....	78 5	24 1	9 0	87 A. Knickle, Lunenburg, N.S.
107,182	Archlight.....	Charlottetown.....	" .....	1898 Souris, P.E.I.....	91 0	27 5	8 8	103 Jas. Poole, Channel, Nfld.
.....	Arctic .....	St. Catharines .....	" .....	1888 Port Dalhousie, Ont.....	130 0	21 0	8 2	172 Catherine Sidley, Belleville, Ont.
97,094	Arctic .....	Lunenburg.....	" .....	1890 Lunenburg, N.S .....	90 4	25 5	10 3	147 R. N. Anderson, Elgin, N.B.
100,612	Ardella .....	Shelburne .....	" .....	1892 Sand Point, N.S.....	27 6	12 0	5 6	10 Peter M. Crowe, Shelburne, N.S.
69,143	Arquipa.....	Aricat .....	" .....	1875 New Dublin, N.S .....	51 5	17 5	7 0	36 Philip Gruchy, D'Escousse, N.S.
96,739	Argeline.....	Chatham, N.B.....	" .....	1890 Caraque, N.B .....	37 6	13 0	5 4	14 O. Gionet, Caraque, N.B.
92,682	Argentina.....	Pictou, N.S.....	Bktn—Bkglt.....	1890 River John, N.S.....	155 7	38 1	15 3	583 W. H. Smith, Windsor, N.S.
103,085	Argentina.....	Chatham, N.B.....	Schr—Glt .....	1894 Caraque, N.B.....	37 4	13 3	5 0	12 C. Robin, Collas & Co., Ltd., Jersey.
96,831	Argo.....	Halifax .....	" .....	1890 La Have, N.S.....	58 0	17 6	7 4	42 Thos. Petipas, Bay of Islands, Nfld.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
94,778	Argosy .....	Lunenburg.	Schr—Glt .....	1888	Lunenburg, N.S. ....	73 5	23 5	9 0	84	J. H. Beaver, Pleasant Harbour, N.S.
83,478	Argyle .....	St. Andrews .....	" .....	1880	Argyle, N.S. ....	34 4	11 0	5 0	10	Andrew McGee, St. George, N.B.
112,102	Ariadne .....	Lunenburg.	" .....	1902	Petite Rivière, N.S. ....	63 4	19 1	7 4	48	Jas. Bell, New Dublin, N.S.
111,762	Ariadne .....	Kingston .....	Sloop. ....	1901	Amherst Island, Ont. ....	46 0	14 8	4 2	17	Peter Gratton, Amherst Island, Ont.
103,647	Ariadne .....	" .....	" .....	1891	Cape Vincent, N. Y., U.S.A. ....	56 3	18 3	4 5	16	J. McIntosh, South Marysburg, Ont.
103,487	Ariadne .....	Victoria .....	Yawl—Yole. ....	1896	Esquimaux, B.C. ....	46 8	15 2	7 0	23	Frank F. Barnhardt, Victoria, B.C.
88,612	Ariel .....	" .....	Schr—Glt .....	1884	Bridgewater, N.S. ....	70 5	22 5	8 4	74	H. F. Bishop, Victoria, B.C.
.....	Ariel .....	Port Hope .....	" .....	1867	Quebec, Que. ....	111 0	25 2	8 7	162	D. C. Strong, Goderich, Ont.
107,978	Ariel .....	St. John, N.B. ....	Sloop. ....	1894	Rothsay, N.B. ....	27 0	10 8	4 4	7	R. Mathews, St. John, N.B.
90,870	Ariësis .....	Victoria .....	Schr—Glt .....	1887	Lunenburg, N.S. ....	77 6	23 5	8 8	86	Wm. Munzie, M.O., Victoria, B.C.
88,313	Arinda .....	Quebec .....	Sloop. ....	1885	St. Thomas, Que. ....	50 8	17 0	4 6	23	Hamilton Powder Co., Montreal, Que.
103,455	Ariosto .....	Aricat .....	Schr—Glt .....	1848	Essex, Mass., U.S.A. ....	60 6	17 5	7 2	49	Jos. Jimmo, Chatham, N.B.
85,756	Aristile .....	Quebec .....	" .....	1883	Natashquan, Que. ....	40 8	15 2	6 1	19	P. Vézina, St. Michel de Bellechasse, Que.
83,307	Arizona .....	Liverpool .....	" .....	1883	Port Medway, N.S. ....	84 0	25 0	9 8	99	Jas. N. Wyle, Port Medway, N.S.

## SESSIONAL PAPER No. 21b

71,030	Arizona	Yarmouth	"	1876	Pubnico, N.S.	81 9	22 6	8 8	85	L. D. D'Entremont, Pubnico, N.S.
72,957	Ark	St. Catharines	"	1875	Dalhousie, Ont.	175 6	35 6	10 4	521	The Montreal Lighterage Co., Montreal, Que.
90,450	Ark	Winnipeg	Barge—Chd	1885	Kat Portage, Ont.	45 0	14 0	2 9	48	Patrick Nestor, M.O., Kat Portage, Ont.
100,587	Arnaud	Montreal	Sloop	1892	Yamaska, Que	131 6	27 9	11 2	256	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
83,339	Armenia	Ottawa	Barge—Chd	1881	Ottawa, Ont.	110 3	22 2	7 6	142	T. H. Kirby and C. W. Bangs, J.O., Ottawa, Ont.
107,439	Armita	St. Andrews	Sloop	1894	Digby, N.S.	35 0	12 2	5 0	15	Judson L. Guptill, Grand Manan, N.B.
36,508	Arno	Liverpool	Schr—Glt	1860	Petite Riviere, N.S.	46 0	16 7	6 1	23	J. C. Sperry, Petite Riviere, N.S.
80,683	Arno	Ottawa	Barge—Chd	1881	Montreal, Que	111 9	22 6	7 0	152	Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,913	Arnold B.	St. Andrews	Sloop	1897	Church Point, N.S.	29 0	11 3	4 6	10	Henry H. Cheney, Grand Manan, N.B.
97,190	Arona	Windsor, N.S.	Schr—Glt	1891	Newport, N.S.	159 7	35 0	12 9	532	G. D. Spicer, Deep Brook, N.S.
103,205	Aroostook	Lunenburg	"	1880	Essex, Mass., U.S.A.	75 0	22 0	7 9	67	J. W. McLachan, Lunenburg, N.S.
85,694	Arrow	Chatham, N.B.	"	1883	Bathurst, N.B.	41 4	13 2	5 0	14	William Daley, Bathurst, N.B.
111,699	Arrow	Liverpool	"	1902	Liverpool, N.S.	112 2	27 4	11 3	183	A. W. Hendry, Liverpool, N.S.
111,927	Arthur	Toronto	"	1893	Manitowoc, Wis., U.S.A.	148 0	26 2	11 3	327	The Elias Rogers Co., Ltd., Toronto, Ont.
83,170	Arthur	Sydney	"	1881	La Have, N.S.	85 4	24 4	10 0	99	Mrs. Caroline M. McLellan, Louisburg, N.S.
71,032	Arthur	Yarmouth	"	1876	Meteghan, N.S.	47 5	16 7	5 7	22	Wesley Outhouse, Westport, N.S.
107,844	Arthur Hannah	Toronto	"	1899	Port Rowan, Ont	47 5	16 0	4 6	22	Andrew Bow and John Gillian, J. O., Toronto, Ont.
98,947	Arthur M. Gibson	St. John, N.B.	"	1890	Gibson, N.B.	131 0	31 5	11 0	246	John Gibson, Marysville, N.B.
85,299	Arthur P.	Montreal	Barge—Chd	1882	Sorel, Que	116 5	24 3	8 7	182	Prosper Laplante, Lachine, Que.
107,436	Ashore	St. Andrews	Sloop	1899	Calais, Me., U.S.A.	15 8	6 3	1 6	1	W. B. Ganong, St. Stephen, N.B.
41,771	Atalia	Guysboro'	Schr—Glt	1858	La Have, N.S.	50 0	16 8	6 9	34	John C. Bourinot, Port Hawkesbury, N.S.
103,372	Athabasca	Winnipeg	Barge—Chd	1891	Athabasca Landing, N.W.T.	51 6	12 8	3 1	18	The Hudson Bay Co., London, G.B.
103,734	Athelia	Parrsboro'	Schr—Glt	1897	Moose River, N.S.	52 3	19 0	6 2	40	Wm. Caffill, Parrsboro', N.S.
92,498	Athens	Windsor, N.S.	Bktn—Bkgt	1888	Newport, N.S.	164 4	35 5	16 1	643	Samuel Reynard, New York, U.S.A.
107,833	Athens	Victoria	Schr—Glt	1901	Victoria, B.C.	42 0	15 3	6 8	15	Demetrius K. Chunggranes, Victoria, B.C.



## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths Ft. 10ths F. 10ths				
83,200	Athlete.....	Pictou, N.S.	Schr—Glt	1887	Tatamagouche, N.S.	59 5	18 5	7 5	53	David Roberts, Tatamagouche, N.S.
103,495	Athlon .....	Lunenburg	"	1895	La Have, N.S.	87 5	23 6	9 4	99	J. W. Young, Lunenburg, N.S.
100,107	Athol .....	Parsonsboro'	"	1891	Advocate, N.S.	73 6	24 4	6 5	70	Charles Sterling, Sackville, N.B.
100,170	Atlanta .....	Lunenburg	"	1892	Lunenburg, N.S.	77 6	23 5	8 9	96	John H. Pyke, Port à Basque, Nfld.
107,828	Atlas .....	Victoria.	Barge—Chd	1882	Victoria, B.C.	115 5	23 0	9 2	176	James Hunter, Victoria, B.C.
77,601	Atlas .....	Lunenburg	Schr—Glt	1878	La Have, N.S.	64 4	20 0	7 9	52	Simon Naas, Lunenburg, N.S.
103,210	Atrato .....	Liverpool.	"	1897	Liverpool, N.S.	107 6	27 5	10 6	199	W. Mitchell, Halifax, N.S.
83,433	Audaciens .....	Weymouth.....	"	1886	Meteghan River, N.S.	79 7	23 4	9 0	99	L. J. Melançon, M.O., Port Gilbert, N.S.
111,557	Audley R .....	St. Andrews	Sloop	1894	West Isles, N.B.	38 0	13 0	4 6	19	S. R. Watt, Grand Manan, N.B.
107,603	Augusta Evelyn .....	St. John, N.B.	Schr—Glt	1900	St. John, N.B.	53 0	17 5	7 0	31	James Scovil, Grand Manan, N.B.
100,360	Auguste .....	Quebec	"	1890	St. Thomas, Que.	67 5	21 4	5 6	49	Evan John Price, Quebec, Que.
96,919	Augustus .....	Kingston.....	"	1893	Garden Island, Ont.	177 5	39 6	15 0	802	The Montreal Transportation Co., Montreal, Que.
97,134	Aurelia .....	Quebec	"	1886	Mille Vaches, Que.	38 8	14 8	4 6	14	J. L. Pequet, Bonne Esperance, Coast of Labrador.
94,727	Aurelia .....	St. John, N.B.	"	1889	Hall's Harbour, N.S.	40 8	15 5	6 0	22	Chas. Watt, Grand Manan, N.B.

## SESSIONAL PAPER No. 216

73,058	Aurèle.....	Quebec.....	Barge—Chd.....	1875	Yanaska, Que	102 4	22 2	7 5	127	Alexander Laplante, Lachine, Que.
103,946	Au-revoir.....	St. Andrews.....	Sloop.....	1897	West Isles, N.B.	35 0	13 8	5 0	15	Fredk. S. Russell, Grand Manan, N.B.
88,645	Auriga.....	Charlottetown.....	Bk—Bq.....	1884	Bideford, P.E.I.....	193 0	35 2	19 9	887	Ship 'Auriga' Co., Ltd., Liverpool, G.B.
55,891	Aurora.....	Port Hope.....	Schr—Glt.....	1867	Quebec, Que.....	125 0	26 2	10 5	234	Blind River Manufg. Co., Sarnia, Ont.
90,795	Aurora.....	Victoria.....	".....	1888	Mayne Island, B.C.....	66 7	18 4	6 4	41	Victoria Sealing Co., Ltd., Victoria, B.C.
77,881	Aurore.....	Quebec.....	".....	1879	Rimouski, Que.....	74 5	22 5	9 6	106	Epiphane Treublay, Rimouski, Que.
94,980	Aurore.....	Yarmouth.....	".....	1890	Pubnico, N.S.....	81 1	22 2	7 6	86	Leon D'Eon, Pubnico, N.S.
83,469	Austin P.....	St. Andrews.....	".....	1882	West Isles, N.B.....	32 0	13 5	6 0	12	Chas. W. Stewart, West Isles, N.B.
112,098	Australia.....	Lunenburg.....	".....	1902	Malone Bay, N.S.....	88 2	24 5	9 4	89	Wm. D. McLean, Mahone Bay, N.S.
80,070	Austria.....	St. John, N.B.....	Bk—Bq.....	1881	St. John, N.B.....	183 6	36 5	22 5	1050	J. F. Taylor and Charles E. Taylor, St. John, N.B.
94,791	Autumn Belle.....	Richibucto.....	Schr—Glt.....	1888	Richibucto, N.B.....	37 2	13 4	5 0	15	John Robertson, Rexton, N.B.
107,903	Ava M.....	St. Andrews.....	Sloop.....	1899	West Isles, N.B.....	35 0	13 3	6 0	17	George A. Johnson, Grand Manan, N.B.
92,500	Avalon.....	Windsor, N.S.....	Schr—Glt.....	1888	Advocate, N.S.....	93 9	28 2	7 9	116	J. Willard Smith, St. John, N.B.
88,699	Avenue.....	St. John, N.B.....	Wdgt—Bab.....	1885	Waterborough, N.B.....	65 4	23 0	6 1	51	Wm. N. Durost, Cambridge, N.B.
103,745	Avis.....	Lunenburg.....	Schr—Glt.....	1896	LaHave, N.S.....	85 9	24 3	9 4	100	A. V. Conrad, LaHave, N.S.
85,978	Avis.....	St. John, N.B.....	".....	1882	Rothsay, N.B.....	86 0	26 0	8 0	125	Levi F. Ring, St. John, N.B.
111,504	Avis.....	".....	Sloop.....	1895	Perth Amboy, U.S.A.....	31 0	8 3	2 9	4	W. R. Turnbull, St. John, N.B.
103,127	Avis C. Toley.....	St. Andrews.....	".....	1896	West Isles, N.B.....	35 0	12 4	4 8	13	H. H. Bancroft, Grand Manan, N.B.
88,392	Avoca.....	Windsor, N.S.....	Bk—Bq.....	1885	Newport, N.S.....	209 0	41 0	24 0	1334	Wm. E. Heath, 2 King St., Liverpool, G.B.
103,216	Avon.....	Ottawa.....	Scow—Chd.....	1890	Buckingham, Que.....	50 0	14 4	4 3	16	George Bothwell, Buckingham, Que.
100,578	Avon.....	Halifax.....	Schr—Glt.....	1893	LaHave, N.S.....	57 9	20 1	7 9	49	J. W. McDonald, Harrigan Cove, N.S.
66,502	Avon.....	Windsor, N.S.....	".....	1873	Cornwallis, N.S.....	97 3	27 0	11 2	182	G. H. Perry, St. John, N.B.
92,483	Avonia.....	".....	Bk—Bq.....	1886	Horton, N.S.....	229 0	42 0	24 0	1629	J. T. North, Hantsport, N.S.
75,643	Ayr.....	St. Catharines.....	Schr—Glt.....	1858	Port Dalhousie, Ont.....	133 0	23 4	11 3	299	Alexander McArthur, Toronto, Ont.
92,353	Ayr.....	St. John, N.B.....	".....	1886	Black River, N.B.....	89 4	27 5	7 9	121	N. C. Scott, St. John, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
111,740	Azalea .....	Lunenburg .....	Schr—Glt .....	1902	Lunenburg, N.S. ....	85 6	24 0	9 2	80	Jas. A. Hittle, Lunenburg, N.S.
.....	Azov .....	Hamilton .....	" .....	1896	Wellington Square, Ont. ....	108 4	23 7	10 0	195	John Shaw, Forest, Ont.
107,928	B. No. 1 .....	New Westminster .....	Barge—Chd .....	1900	New Westminster, B.C. ....	73 0	28 0	6 0	123	The B. C. Mills, Timber & Trading Co., Ltd., Vancouver, B.C.
111,601	B. No. 13 .....	" .....	" .....	1891	" .....	58 0	19 0	5 0	134	" .....
100,463	B. C. ....	Quebec. ....	Schr—Glt .....	1891	St. Thomas, Que. ....	37 4	12 6	5 0	15	F. Caron, Montmagny, Que.
107,719	B. K. C. 1 .....	Vancouver .....	Scow—Chd .....	1899	New Westminster, B.C. ....	52 0	12 3	3 7	21	Geo. W. Dawson, Vancouver, B.C.
107,720	B. K. C. 2 .....	" .....	" .....	1899	" .....	52 0	12 3	3 7	21	" .....
111,607	B. S. M. No. 7 .....	New Westminster .....	Barge—Chd .....	1892	" .....	64 0	20 0	6 0	64	The Brunette Sawmill Co., Ltd., New Westminster, B.C.
100,547	B. and C. ....	Digby .....	Schr—Glt .....	1893	Deer Island, N.B. ....	40 0	15 0	7 0	14	Oscar Outhouse, et al., Tiverton, N.S.
100,018	B. B. Hardwick. ....	Annapolis .....	" .....	1897	Clementport, N.S. ....	96 5	28 2	9 0	123	Saml. Potter, Clementsport, N.S.
103,503	B. G. Anderson .....	Lunenburg .....	" .....	1896	Lunenburg, N.S. ....	85 2	23 6	9 3	95	Thos. Hamm, M.O., Lunenburg, N.S.
66,681	B. K. Kelley .....	Halifax .....	" .....	1873	Argyle, N.S. ....	56 6	18 0	6 3	35	Leander Wallis, Halifax, N.S.
103,888	B. & B. Holland .....	" .....	" .....	1897	Duncan's Cove, N.S. ....	52 8	14 4	7 2	26	J. Holland, Duncan's Cove, N.S.



## SESSIONAL PAPER No. 21b

83,066	B. Donaldson.....	Ottawa.....	Barge—Chd.....	1881 Hull, Que.....	111 2	22 5	7 8	162	Ottawa Transportation Co., Ltd., Ottawa, Ont.
38,501	B. Wier & Co.....	Arichat.....	Schr—Glt.....	1869 L'Ardoise, N.S.....	54 3	16 0	5 6	25	Henry Dorion, West Arichat, N.S.
50,717	Babineau & Gaudry.....	Quebec.....	".....	1864 Grondines, Que.....	95 5	23 5	9 8	156	Hiram Ives, Windsor, Ont.
107 780	Baden Powell.....	Chatham, N.B.....	".....	1900 Chatham, N.B.....	82 7	23 3	9 0	97	W. S. Loggie Co., Ltd., Chatham, N.B.
111,412	Baden Powell.....	Lunenburg.....	".....	1900 Lunenburg, N.S.....	90 6	24 0	9 6	94	G. Spender, Lunenburg, N.S.
103,477	Badger.....	Victoria.....	Scow—Chd.....	1891 Victoria, B.C.....	67 4	14 7	5 5	36	W. J. Stephens, Victoria, B.C.
100,504	Badger No. 2.....	".....	".....	1891 ".....	70 0	21 0	4 2	44	".....
74,308	Bald Eagle.....	Yarmouth.....	Schr—Glt.....	1876 Short Beach, N.S.....	40 2	15 3	5 2	14	A. O. H. Wilson, St. John, N.B.
97,039	Baldwin.....	".....	Bktn—Bkgt.....	1891 Meteghan River, N.S.....	167 1	34 2	13 2	561	The Baldwin Shipping Co., Ltd., Yarmouth, N.S.
103,347	Balmoral.....	Montreal.....	Barge—Chd.....	1894 Montreal, Que.....	104 4	23 2	8 7	179	J. Gagnon, St. Henri, Que.
.....	Baltic.....	".....	".....	1873 Rivière du Loup, Que.....	103 0	20 8	6 5	130	E. Lapointe, St. Henri, Que.
107,752	Baltic.....	Charlottetown.....	Schr—Glt.....	1847 Essex, Mass., U.S.A.....	75 2	19 6	8 1	64	Ronald McMillan, Charlottetown, P.E.I.
72,590	Bangalore.....	Kingston.....	".....	1877 Kingston, Ont.....	136 0	26 2	12 0	296	A. Rondeau, Lanoraie, Que.
.....	Bangor.....	Montreal.....	Barge—Chd.....	1872 Pierreville, Que.....	97 7	19 0	6 1	105	O. Paul Hus, Sorel, Que.
64,024	Banner.....	Digby.....	Bgtn—Bkgt.....	1872 Port Gilbert, N.S.....	85 3	23 5	9 0	132	St. Clair Jones, Weymouth, N.S.
72,069	Barbara Fritchie.....	Arichat.....	Schr—Glt.....	1866 Kennebunk, Me., U.S.A.....	72 6	20 4	7 3	63	Jas. Byrne, St. Lawrence, Nfld.
103,501	Barcelona.....	Lunenburg.....	".....	1896 LaHave, N.S.....	84 9	24 3	9 3	99	J. A. Romkey, LaHave, N.S.
107,267	Barge No. 1.....	Ottawa.....	Barge—Chd.....	1898 Hull, Que.....	50 4	31 9	4 9	48	H. F. Cumming and J. B. McMillan, J.O., Cornwall, Ont.
107,268	Barge No. 2.....	".....	".....	1898 ".....	81 0	28 0	5 0	60	Wm. Lawlor, Hawkesbury, Ont.
107,269	Barge No. 3.....	".....	".....	1898 ".....	81 0	20 1	5 0	54	".....
107,270	Barge No. 4.....	".....	".....	1898 ".....	81 0	20 1	5 0	54	Contractors' Supply Co., Ltd., Ottawa, Ont.
74,381	Bark Swallow.....	Toronto.....	Schr—Glt.....	1872 Port Credit, Ont.....	42 4	11 5	4 0	14	J. H. Hill, M.O., Port Credit, Ont.
94,621	Barrington.....	Ottawa.....	Barge—Chd.....	1887 Shelburne, N.S.....	75 0	22 4	9 8	81	Minister of Marine and Fisheries, Ottawa, Ont.
100,004	Bartholdi.....	Annapolis.....	Schr—Glt.....	1891 Granville, N.S.....	126 0	30 0	12 2	293	F. W. Pickels, Annapolis, N.S.
103,755	Basil M. Geldert.....	Lunenburg.....	".....	1897 LaHave, N.S.....	89 0	24 6	9 5	99	Jno. B. Young, Lunenburg, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. inches. Pieds.	Ft. inches. Pieds.	Ft. inches. Pieds.		
72,595	Bavaria.	Kingston	Schr—Glt	1878	Garden Island, Ont.	145 0	26 1	12 5	361	Alex. Kidd, Sarnia, Ont.
97,188	Bay Queen.	St. Andrews	"	1891	Mount Denison, N.S.	51 0	16 2	6 5	32	L. H. Outhouse, Tiverton, N.S.
75,609	Bear River	Digby	"	1878	Bear River, N.S.	57 0	18 6	6 3	38	John H. Lent, <i>et al.</i> , Bear River, N.S.
85,345	Beatrice	Chatham, N.B.	"	1883	Lunenburg, N.S.	74 4	25 6	8 4	79	Alfred Manley, Halifax, N.S.
100,194	Beatrice	Victoria	"	1891	Vancouver, B.C.	60 0	19 6	8 0	49	A. H. Jones, Victoria, B.C.
72,737	Beatrice	"	"	1877	Yokohama, Japan	65 8	18 9	7 5	66	Victoria Sealing Co., Ltd., Victoria, B.C.
97,077	Beatrice	Charlottetown	"	1893	Souris, P.E.I.	32 8	11 1	5 3	8	Wm. Burke, Bay Fortune, P.E.I. ( <i>h.</i> )
107,130	Beatrice L. Corkum.	Lunenburg	"	1899	Lunenburg, N.S.	91 8	24 5	9 5	81	Sprott Balcom, Victoria, B.C.
111,477	Beatrice May.	Arichat.	"	1901	St. Peters, N.S.	64 0	19 8	8 0	52	Henry Robertson, St. Peters, N.S.
74,239	Beau Rosier	Montreal.	Sloop	1875	St. Thomas, Que.	89 0	21 0	5 6	75	J. A. Bonin, Lanoraie, Que.
66,075	Beaufort.	Kingston	Barge—Chd	1873	Point Lévis, Que.	145 6	29 3	9 9	334	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
66,080	Beaupré.	Quebec	Sloop	1872	Yamaska, Que.	107 6	23 7	9 8	163	A. Perrault, Montreal, Que.
33,654	Beaver	Chatham, N.B.	"	1878	Paspébiac, Que.	45 0	15 4	6 6	28	A. Leggie, M.O., Chatham N.B.
80,582	Beaver	Quebec	Barge—Chd	1877	Gravenhurst, Ont.	70 5	18 0	5 0	55	Jas. Gibb Ross, Quebec, Que.

## SESSIONAL PAPER No. 21b

100,056	Beaver	St. John, N.B.	Schr—Glt	1890	Perry's Point, N.B.	117 8	28 0	9 2	192 S. F. Hasfield (Ship's husband), St. John, N.B.
111,943	Beaver No. 3	New Westminster	Barge—Chd	1900	Blaine, Wash., U.S.A.	55 0	13 0	3 6	22 National Packing Co., Vancouver, B.C.
	Bedford	Kingston	"	1863	Kingston, Ont.	103 0	22 6	5 2	107 The Deseronto Navigation Co., Ltd., Deseronto, Ont.
64,011	Bee	St. Andrews	Schr—Glt	1871	Port Gilbert, N.S.	40 0	13 0	6 0	18 R. Sherman Lawson, Grand Manan, N.B.
61,431	Bee	Chatham, N.B.	"	1874	Shippegan, N.B.	35 0	11 4	4 5	11 Paul Noel, Shippegan, N.B.
100,983	Bee	"	"	1888	Caracquet, N.B.	35 6	12 0	5 0	11 C. Robin, Collas & Co., Ltd., Jersey.
	Bee	Montreal	Barge—Chd	1858	Montreal, Que.	93 8	18 1	5 1	82 Amb. Bertrand, Vaudeuil, Que.
107,892	Bel	"	Sloop	1900	Yanaska, Que.	90 7	21 6	6 1	87 Adolphe Laplante, St. Michel d'Yanaska, Que.
72,986	Belnap	Wallaceburg	Barge—Chd	1874	Port Huron, Mich., U.S.A.	81 5	19 0	4 3	46 John Cooper, Chatham, Ont.
88,569	Bella	Kingston	"	1870	Garden Island, Ont.	166 0	26 5	11 9	434 Montreal Transportation Co., Montreal, Que.
74,141	Belle	Guysboro'	Schr—Glt	1876	Lower Dublin, N.S.	52 0	17 3	7 0	31 Alex. Jackson, Murray Harbour, P.E.I.
48,116	Belle	Halifax	"	1863	Chezetcook, N.S.	49 4	15 3	6 5	25 William E. Gardner, Louisburg, N.S.
61,448	Belle	Chatham, N.B.	"	1874	Caracquet, N.B.	34 0	12 0	4 6	12 R. Young, Caracquet, N.B.
100,783	Belle	"	"	1889	"	34 6	12 5	4 6	11 " "
96,968	Belle	Prescott	Barge—Chd	1897	Toronto, Ont.	130 0	27 0	11 0	335 The St. Lawrence Terminal Co., Ltd., Quebec, Que.
92,609	Belle of the Bay	Sydney	Schr—Glt	1889	Little Bras d'Or, N.S.	33 7	12 5	4 6	11 Patrick Burke, Mira Bay, N.S.
61,409	Belmont	Chatham, N.B.	"	1871	Caracquet, N.B.	38 5	13 7	5 4	13 P. Callichan, Caracquet, N.B.
83,050	Belmont	Shelburne	"	1882	Shelburne, N.S.	63 0	20 5	7 9	54 Jos. McGill, Shelburne, N.S.
83,432	Belmont	Weymouth	"	1886	Gilbert Cove, N.S.	80 0	23 4	8 2	98 Martin Melançon, Gilbert Cove, N.S.
98,630	Belmont	Yarmouth	Blk—Eq	1891	Port Glasgow, G.B.	236 4	38 1	21 8	1415 The Belmont Shipping Co., Ltd., Yarmouth, N.S.
103,187	Ben Bolt	"	Schr—Glt	1896	Lockeport, N.S.	98 9	23 4	9 1	90 A. F. Stoneman, Yarmouth, N.S.
103,072	Ben Hur	Chatham, N.B.	"	1892	Tracadie, N.B.	34 0	12 2	5 2	11 Wm. Fruing & Co., Ltd., Jersey.
96,787	Benecia Boy	Halifax	"	1889	Straits of Canso, N.S.	34 2	10 8	6 6	11 Michael Crispo, Harbour au Bouche, N.S.
107,506	Benefit	Parrsboro'	"	1900	Port Greville, N.S.	116 8	28 9	10 2	229 Alfred Potter, Canning, N.S.
88,477	Berens River	Winnipeg	Barge—Chd	1882	Winnipeg, Man.	133 3	22 8	7 8	335 The Dominion Fish Co., Ltd., Winnipeg, Man.



## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.		
88,300	Bernadette	Quebec	Schr—Glt	1883	Bay St. Paul, Que.	43 8	16 5	6 5	28	Mrs. Lucy Boily, Bay St. Paul, Que.
107,257	Bernadette	"	Sloop	1898	Isle aux Grues, Que.	35 0	13 8	4 4	13	Jos. Lachance, Isle aux Grues, Que.
107,212	Bert Eglin	Winnipeg	Schr—Glt	1898	Grand Marais, Man.	66 9	16 5	6 5	47	John Rupert, Balsam Bay, Man.
77,789	Bertha	Port Medway	"	1881	Port Medway, N.S.	54 5	18 9	7 4	42	Minnie Sabean, Port Medway, N.S.
72,273	Bertha	St. John, N.B.	Wdlt—Bab	1876	Scotch Town, N.B.	40 7	14 3	4 5	15	Mrs. Joanna McDavitt, St. John, N.B.
97,028	Bertha	Yarmouth	Schr—Glt	1880	Port Maitland, N.S.	33 0	11 3	4 6	10	Alex. Shaw, Yarmouth, N.S.
100,253	Bertha Belle	Halifax	"	1894	Moser's River, N.S.	52 2	17 2	6 6	32	J. F. Guite, Maria, Que.
73,969	Bertha E.	"	"	1877	Liverpool, N.S.	44 4	16 3	6 6	21	Abel Bontilier, St. Margaret's Bay, N.S.
90,869	Bertha Gray	Yarmouth	Pgtn—Bkgt	1889	Salmon River, N.S.	128 6	28 5	12 5	284	S. B. Robbins, Yarmouth, N.S.
90,900	Bertha Kelly	"	Schr—Glt	1889	Tusket Wedge, N.S.	34 0	13 3	5 1	12	Benj. Davis, Yarmouth, N.S.
92,707	Bertha McKay	Winnipeg	Barge—Chd	1890	Rainy River, Ont.	110 0	19 5	8 5	158	Wm. Morissette, Rat Portage, Ont.
88,251	Bertha Maud	St. John, N.B.	Schr—Glt	1883	Waterborough, N.B.	74 6	26 3	6 8	82	St. John Sulphite Pulp Co., Ltd., Leven, C.B.
107,911	Bertie	St. Andrews	Sloop	1894	Digby, N.S.	34 0	11 8	5 0	13	Johnson L. Guptill, jr., Grand Manan, N.B.
107,061	Bertie C	Barrington	"	1897	Eel Brook, N.S.	43 0	15 3	4 8	13	Thos. D. Crowell, Shag Harbour, N.S.

## SESSIONAL PAPER No. 21b

100,111 Bess.....	Parrsboro'	Schr—Clt.....	1891 Port Greville, N.S.....	46 1	16 3	5 9	24 W. Rozanson, Mount Dawson, N.S.
100,373 Bessie.....	Sydney.....	"	1891 Little Bras d'Or, N.S.....	44 8	16 5	6 2	20 Wm. Hunt, Sydney, N.S.
100,545 Bessie.....	Digby.....	"	1896 Plympton, N.S.....	78 8	24 0	8 2	88 Wm. K. Smith, Plympton, N.S.
103,132 Bessie.....	Quebec.....	"	"	47 2	15 7	5 8	24 Philippe Arseneau, Quebec, Que.
100,340 Bessie A.....	Parrsboro'	"	1898 Lower Seulah, N.S.....	78 0	25 2	8 5	96 Wm. F. Conlon, Parrsboro', N.S.
94,662 Bessie Florence.....	Halifax.....	"	1888 Mahone Bay, N.S.....	33 6	12 3	5 5	12 James Howard, Terence Bay, N.S.
85,622 Bessie G.....	Parrsboro'	"	1884 Parrsboro', N.S.....	76 0	25 5	6 9	69 Wm. L. Gates, Parrsboro', N.S.
100,236 Bessie Jennex.....	Halifax.....	"	1893 Jeddore, N.S.....	71 6	22 8	9 4	81 Andrew King, Halifax, N.S.
96,839 Bessie L.....	Lunenburg.....	"	1890 Mahone Bay, N.S.....	55 0	19 3	7 9	49 David Heisler, Lunenburg, N.S.
88,267 Bessie May.....	Yarmouth.....	"	1883 Carleton, N.B.....	50 0	16 4	5 8	23 William A. Killam, Yarmouth, N.S.
80,010 Bessie P. Brown.....	St. John, N.B.....	"	1879 St. Martins, N.B.....	43 8	15 0	4 9	20 Samuel McKay, Pennfield, N.B.
96,753 Bessie Parker.....	"	"	1889 Tynemouth, N.B.....	117 0	29 6	10 4	228 Robert C. Elkin, St. John, N.B.
96,931 Bessie S. Keefer.....	Charlottetown.....	"	1890 Murray Harbour, P.E.I.....	68 5	23 2	8 5	79 J. W. Horton, Murray Harbour, P.E.I.
96,725 Bessie T.....	Chatham, N.B.....	"	1889 Tracadie, N.B.....	31 6	12 3	4 5	10 Donald Loggie, Church Point, N.B.
85,564 Bessie Williams.....	Barrington.....	"	1884 Shelburne, N.S.....	77 0	22 0	8 1	77 John Rorke, Carbonear, Newfoundland.
100,214 Bessie Willis.....	Gaspe.....	"	1891 Ship Harbour, N.S.....	74 5	25 2	9 5	99 Alonzo Mitchell, New London, P.E.I.
111,559 Beta.....	St. Andrews.....	Sloop.....	1896 West Isles, N.B.....	37 0	12 4	5 5	15 F. S. McLaughlin, Grand Manan, N.B.
100,509 Beta.....	Victoria.....	Scow—Chd.....	1891 Victoria, B.C.....	71 0	22 0	4 5	53 E. C. Baker, Victoria, B.C.
73,985 Bethleen.....	Quebec.....	Barge—Chd.....	1874 St. Jean des Chaillons, Que.	94 3	24 0	7 8	122 Jean B. Houde, St. Jean des Chaillons, Que.
..... Betsey.....	Toronto.....	Schr—Clt.....	1868 Toronto, Ont.....	45 0	12 0	3 7	19 Lionel Yorke, Toronto, Ont.
72,079 Betsy.....	Chatham, N.B.....	"	1871 Shippegan, N.B.....	36 0	11 6	4 4	13 Wm. Fruing & Co., Ltd., Jersey.
100,372 Betsy Jane.....	Sydney.....	"	1891 Bras d'Or, N.S.....	32 9	13 2	5 0	11 Samuel Moore, Little Bras d'Or, N.S.
85,730 Beulah.....	Lunenburg.....	"	1883 Summerside, P.E.I.....	81 3	23 6	9 2	97 Benj. LeBlanc, Arichat, N.S.
94,742 Beulah.....	St. John, N.B.....	"	1888 Canning, N.S.....	76 4	26 2	6 9	81 Chas. M. Bostwick, jr., St. John, N.B.
71,362 Beulah Benton.....	Weymouth.....	"	1875 Port Medway, N.S.....	56 2	18 6	7 0	36 Jas. Mitchell, Sandy Cove, N.S.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels in Registry Books, &c.—*Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths Pieds 10/100ths	Ft. 10ths Pieds 10/100ths	Ft. 10ths Pieds 10/100ths		
94,722	Bianca.....	Windsor, N.S.	Schr—Glt....	1888	Newport, N.S.	94 6	28 6	10 6	179	Geo. B. Lockhart, New York, U.S.A.
100,975	Big Bear.....	Chatham, N.B.	" .....	1888	Caracquet, N.B.	34 0	12 1	4 4	10	R. Young, Caracquet, N.B.
83,210	Billow.....	St. Andrews.....	" .....	1881	Cornwallis, N.S.	62 0	18 8	8 0	54	Hugh McKay, St. Stephen, N.B.
72,276	Birman Wood ...	St. John, N.B.	Bk—Bq .....	1876	St. John, N.B.	198 4	38 4	23 5	1263	Robert Thomson and John H. Thomson, St. John, N.B.
72,578	Bismarek .....	Kingston.....	Schr—Glt....	1871	Port Dalhousie, Ont.	131 7	26 0	11 5	302	Kingston and Montreal Forwarding Co., Ld., Kingston, Ont.
103,899	Bismarek .....	New Westminster...	" .....	1897	New Westminster, B.C.	34 0	11 5	4 4	12	M. Kubiteith, Nanaimo, B.C.
107,938	Bk. No. 3.....	" .....	Barge—Chd....	1900	" .....	43 0	13 0	3 5	20	G. W. Dawson, Steveston, B.C.
107,939	Bk. No. 4.....	" .....	" .....	1900	" .....	43 0	13 0	3 5	20	" .....
100,506	Black Mike.....	Victoria.....	Scow—Chd....	1890	Victoria, B.C.	70 0	20 0	4 6	48	Geo. Byrnes, Victoria, B.C.
90,496	Black Prince.....	Halifax.....	Schr—Glt....	1876	Summerville, N.S.	38 8	13 8	5 8	18	John Dixon, Halifax, N.S.
103,293	Black Prince .....	New Westminster...	Barge—Chd....	1892	Seattle, Wash., U.S.A.	128 0	29 0	7 0	203	A. Ewen, New Westminster, B.C.
103,701	Black Prince .....	Yarmouth.....	Schr—Glt....	1892	Port La Tour, N.S.	37 0	12 4	5 5	13	Thomas W. Crowell, Port La Tour, N.S.
71,310	Black Watch.....	Charlottetown .....	" .....	1884	Rexton, N.B.	45 8	15 3	6 0	23	John McLean, Souris, P.E.I.
111,734	Blake .....	Lunenburg.....	" .....	1902	Shelburne, N.S.	81 0	24 0	9 6	99	J. N. Rafuse, La Have, N.S.



## SESSIONAL PAPER No. 21b

111,773	Blakeley	Vancouver	Bgtn—Bkgt	1872	Port Blakeley, Wash., U.S.A.	116	2	24	7	9	2	145	Pacific Exploration & Development Co., Ltd., Victoria, B.C.
100,299	Blanchard	Chatham, N.B.	Schr—Glt	1892	Caraquet, N.B.	34	2	12	2	5	0	12	C. Robin, Collas & Co., Ltd., Jersey.
112,016	Blanche	Canso	"	1901	Canso, N.S.	35	6	11	3	6	9	13	Simon Williams, Canso, N.S.
100,813	Blanche	Barrington	"	1894	Lockeport, N.S.	45	2	16	3	7	0	24	C. E. Riley, Barrington, N.S.
100,838	Blanche A. Colp.	Lunenburg	"	1894	Mahone Bay, N.S.	86	2	23	8	9	5	96	C. U. Mader, Mahone Bay, N.S.
97,122	Blanche Alma	Quebec	"	1890	Ste. Anne, Que.	78	2	22	8	8	3	87	Wm. Bouchard, St. Simeon, Que.
88,551	Blanche M. Thornburn.	Charlottetown	"	1884	Shelburne, N.S.	83	9	23	3	9	0	96	D. A. McLeod, New London, P.E.I.
103,196	Blenheim	Paspebiac	"	1895	Liverpool, N.S.	112	0	27	4	10	8	199	J. C. LeQueune, Paspebiac, Que.
103,589	Blenheim	Chatham, N.B.	"	1896	Caraquet, N.B.	37	7	13	3	5	0	13	C. Robin, Collas & Co., Ltd., Jersey.
100,265	Blomidon	Windsor, N.S.	"	1891	Canning, N.S.	123	0	31	0	11	5	271	Alfred Potter, Canning, N.S.
75,599	Blue Jay.	Digby	"	1877	Clare, N.S.	39	1	14	2	5	7	14	Annie E. Stevens, Grand Manan, N.B.
80,370	Blue Wave	Parrsboro'	"	1880	Parrsboro', N.S.	55	8	18	5	6	7	37	Wm. A. Downey, Amherst, N.S.
107,073	Bluenose	St. John, N.B.	Sloop	1891	St. John, N.B.	23	2	8	0	2	3	2	Geo. E. Holder, St. John, N.B.
100,909	Bluenose	Chatham, N.B.	Schr—Glt	1889	Caraquet, N.B.	36	0	12	6	4	5	11	J. Sewell, Caraquet, N.B.
	Bob O'Link.	Toronto	"	1870	Toronto, Ont.	35	0	11	3	4	8	15	Zeno Orton Quick, Point Pelee Island, Ont.
92,747	Bobs	Parrsboro'	"	1894	Sackville, N.B.	77	8	26	4	7	5	97	Hugh Gillespie, Parrsboro', N.S.
9,658	Bolma.	Charlottetown	"	1837	Jersey	81	3	19	4	9	9	83	B. C. Prowse, Charlottetown, P.E.I.
103,537	Bonacord	Halifax	"	1895	Sambro, N.S.	37	6	11	6	5	4	12	Geo. L. Avery, Torbay, N.S.
94,782	Bona Fides	Charlottetown	"	1889	Lunenburg, N.S.	76	6	23	6	8	7	90	J. E. Macdonald, Cardigan, P.E.I.
96,828	Bonanza	Lunenburg	"	1889	"	74	7	23	5	9	1	87	O. C. Giffin, Goldboro', N.S.
94,723	Boniform	Windsor, N.S.	"	1888	Cornwallis, N.S.	99	4	27	1	9	8	148	Alfred Potter, Canning, N.S.
96,952	Bonnie Doone	St. John, N.B.	"	1890	St. Martin's, N.B.	92	0	27	2	7	6	117	Wm. Chapman, St. John, N.B.
94,680	Bonnie Glen	Halifax	"	1889	Owl's Head, N.S.	38	5	14	2	5	5	17	S. Boudrot, Arichat, N.S.
111,503	Bonnie Jean	St. John, N.B.	Sloop	1900	St. John, N.B.	37	7	13	3	5	5	12	Frank Ingersoll, Grand Manan, N.B.
75,802	Bonnie Kate	Halifax	Schr—Glt	1877	Sheet Harbour, N.S.	57	8	19	0	7	7	56	Mrs. B. Munroe, Boularderie, N.S.

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						Dimensions.				
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
88,506	Bonnie Kate	Sydney	Schr—Glt.	1884	Bras d'Or, N.S.	44 0	14 4	5 7	14	Robert Moore, North Sydney, N.S.
107,053	Bonnie Lin	Barrington	"	1899	Coffin's Croft, N.S.	38 6	12 0	5 2	10	Normand Madden, Port Latour, N.S.
103,322	Bonnie Briar Bush	Port Hawkesbury	"	1896	Auld's Cove, N.S.	49 1	17 7	6 7	38	Geo. Dunn, Murray Harbour, N.S.
112,020	Bonny Kate	Canso	"	1902	Canso, N.S.	36 6	13 0	7 0	14	Robert Meagher, Canso, N.S.
94,647	Bonus	Lunenburg	"	1888	Conquerall, N.S.	73 5	23 0	8 7	86	Wm. Vincent, Bay St. George, Nfld.
103,802	Boojum	Halifax	Sloop	1897	Dartmouth, N.S.	23 6	6 6	4 0	2	H. V. Kent, Halifax, N.S.
97,159	Borealis	Victoria	Schr—Glt	1891	Victoria, B.C.	71 5	21 4	7 8	47	Victoria Sealing Co., Ltd., Victoria, B.C.
75,561	Boreas	Lunenburg	"	1876	La Have, N.S.	55 5	19 0	7 6	41	John Colford, Port Hawkesbury, N.S.
103,091	Bosphore	Montreal	Sloop	1899	Pierreville, Que.	109 0	22 9	7 4	137	Adolphe Marchand, Champlain, Que.
85,545	Boston Marine	Yarmouth	Bgtn—Bkgt.	1883	Tusket Wedge, N.S.	92 6	26 0	11 0	149	Anselm O. Porter, Tusket Wedge, N.S.
107,888	Bouleau	Montreal	Sloop	1900	Lachine, Que.	44 9	14 4	4 0	18	F. Tremblay, Montreal, Que.
103,110	Bout de Lile	"	Horse ferry	1887	Bout de Lile, Que.	63 6	26 3	2 8	10	Sam. Beaudry, Pointe-aux Trembles, Que.
88,396	Brant	Windsor, N.S.	Schr—Glt	1886	Cornwallis, N.S.	37 0	13 3	5 5	12	William Hamilton, Cornwallis, N.S.
103,746	Bras d'Or	Amherst, N.S.	Sloop	1895	Lunenburg, N.S.	26 8	8 8	4 2	4	Aubrey G. Robb, Amherst, N.S.

## SESSIONAL PAPER No. 21b

103,497	Bravo.....	Schr—Glt.....	1895	99 7	25 5	10 0	147 W. T. Smith, New Carlisle, Que.
72,177	Bremen.....	Bk—Bq.....	1876	165 0	35 0	19 8	822 T. C. Masters, Hantsport, N.S.
74,320	Brenton.....	Schr—Glt.....	1895	72 0	23 0	8 1	69 A. M. Melancon, Clare, N.S.
69,970	Bridget Ann.....	".....	1880	49 5	18 5	7 0	32 Walter Lawrence, Cheticamp, N.S.
103,954	Brighton.....	".....	1897	179 6	34 7	11 4	607 Montreal Transportation Co., Montreal, Que.
74,665	Brill.....	".....	1877	42 0	16 7	6 5	27 John Fagan, Ketch Harbour, N.S.
85,347	Brilliant.....	".....	1882	73 0	21 8	9 3	76 Jas. Boudreau, Charlottetown, P.E.I.
90,721	Brilliant Star.....	".....	1886	47 6	18 0	7 2	36 H. Fougère, Poulamond, N.S.
42,210	Brisk.....	".....	1853	41 6	11 0	6 6	18 Nathan Gardner, Brooklyn, N.S.
59,319	Brisk.....	".....	1851	42 0	13 7	5 1	20 Austin Smith, Advocate Harbour, N.S.
78,988	Bristol.....	Bk—Bq.....	1878	196 9	39 7	23 6	1305 The Ship Bristol Co., Ltd., Hantsport, N.S.
100,571	Britannia.....	Schr—Glt.....	1893	81 3	24 0	9 0	90 J. G. Backman, La Have, N.S.
103,128	Britannia.....	Sloop.....	1896	40 0	15 0	6 0	22 C. Sinclair, Grand Manan, N.B.
103,780	Britannia.....	Schr—Glt.....	1897	38 4	13 0	5 0	13 Wm. Fruing & Co., Ltd., Jersey.
100,342	Britannia.....	".....	1900	124 8	31 6	11 5	264 E. A. O'Brien, Noel, N.S.
100,780	Britannic.....	".....	1892	37 1	12 6	5 0	12 C. Hubbard, Caraquet, N.B.
52,029	British Eagle.....	".....	1866	67 0	20 4	8 2	64 Thos. Burke, Cocagne, N.B.
54,156	British Lady.....	".....	1897	40 0	14 6	6 0	19 Albert Joyee, River Inhabitants, N.S.
80,577	British Lion.....	Scow—Chd.....	1883	84 6	22 6	5 5	80 James Moss, Dunnville, Ont.
37,619	British Queen.....	Schr—Glt.....	1858	52 5	16 7	7 0	34 Whitney Corkum, Chester Basin, N.S.
107,079	British Queen.....	Sloop.....	1887	27 0	8 7	2 8	4 Ward C. Hazen, St. John, N.B.
41,775	British Tar.....	Schr—Glt.....	1853	57 6	18 3	7 5	40 J. W. Baker, Jeddore, N.S.
103,186	Brittania.....	".....	1896	35 5	11 5	4 7	11 Ross Enslow, Green Harbour, N.S.
107,784	Brittania.....	Horse ferry.....	1899	54 0	22 0	3 6	14 John McAra, Bristol, Que.
85,297	Brodeur Demers.....	Sloop.....	1882	106 1	22 8	7 7	142 D. Leroux, Vandreuil, Que.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.		
111,497	Brooklyn . . . . .	Liverpool . . . . .	Schr—Glt . . . . .	1901	Brooklyn, N.S. . . . .	116 2	30 4	11 8	247	C. E. Whidden, Antigonish, N.S.
113,415	Brookside . . . . .	Yarmouth . . . . .	Bk—Bq . . . . .	1891	Arundel . . . . .	182 2	32 5	16 4	672	The Brookside Shipping Co., Ltd., Yarmouth, N.S.
71,145	Brothers . . . . .	Goderich . . . . .	Schr—Glt . . . . .	1874	Ashfield, Ont . . . . .	44 8	13 8	4 8	14	Jas. Thorburn, Kincardine, Ont.
83,379	Bruin . . . . .	Toronto . . . . .	Scow—Chd . . . . .	1881	Gravenhurst, Ont. . . . .	97 0	25 0	5 3	104	The Muskoka & Nipissing Navigation Co., Gravenhurst, Ont.
107,612	Brunette . . . . .	Ottawa . . . . .	Barge—Chd . . . . .	1899	Hull, Que. . . . .	108 0	24 0	8 0	163	Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,928	Buckingham . . . . .	" . . . . .	" . . . . .	1893	Buckingham, Que. . . . .	74 0	18 7	4 0	43	Frank Ross, Quebec, Que.
100,092	Bud . . . . .	St. John, N.B. . . . .	Schr—Glt . . . . .	1892	Greenwich, N.B. . . . .	51 9	17 7	4 4	35	John B. Edgar, Kars, N.B.
80,735	Buda . . . . .	Digby . . . . .	" . . . . .	1882	Meteghan River, N.S. . . . .	42 0	15 0	5 6	20	P. W. Connors, et al., Black's Harbour, N.B.
85,425	Buffalo . . . . .	St. Catharines . . . . .	Scow—Chd . . . . .	1865	Port Robinson, Ont. . . . .	104 0	25 0	4 5	88	Abram H. Bradley, Dunnville, Ont.
	Burgess . . . . .	Kingston . . . . .	Barge—Chd . . . . .	1892	Bedford Mills, Ont . . . . .	102 3	20 7	7 8	196	N. Vigneau, Lachine, Que.
111,765	Burna . . . . .	" . . . . .	Schr—Glt . . . . .	1901	Garden Island, Ont. . . . .	183 6	39 5	15 0	885	The Calvin Co., Ltd., Garden Island, Ont.
96,823	Burnam II . . . . .	Lanenburg . . . . .	" . . . . .	1889	Lanenburg, N.S. . . . .	74 8	23 5	9 1	88	Levi Hart, Halifax, N.S.
85,243	Butte de St. Anne . . . . .	Montreal . . . . .	Sloop . . . . .	1881	St. Thomas, Que. . . . .	87 2	22 5	6 0	79	J. Millette and D. Millette, Sorel, Que.
77,851	Buxton . . . . .	Sydney . . . . .	Schr—Glt . . . . .	1879	Cadboro, N.S. . . . .	32 3	13 1	4 4	11	W. J. Christie, Little Bras d'Or, N.S.

## SESSIONAL PAPER No. 216

100,176	C. A.	Montreal	Sloop	1887 Gentilly, Que.	78 4	21 4	4 3	47 E. Martelle, Pierreville, Que.
107,338	C. M. B.	Yarmouth	"	1899 Tusket Wedge, N.S.	34 0	11 0	5 0	8 Charles M. Boudreau, Tusket Wedge, N.S.
83,370	C. M. G. P.	Quebec	Schr—Glt	1882 Esquimaux Point, Que.	58 8	17 5	7 9	46 Jos. Boudreault, Anse St. Jean, Que.
72,061	C. P. M.	Arichat	"	1880 River Bourgeoise, N.S.	48 2	15 4	6 3	22 Désiré Burke, River Bourgeoise, Que.
100,508	C. P. N. No. 1	Victoria	Scow—Chd.	1887 Burrard Inlet, B.C.	101 0	26 0	5 0	91 Canadian Pacific Navigation Co., Ltd., Victoria, B.C.
111,651	C. P. R.	Montreal	Barge—Chd	1892 St. François du Lac, Que.	105 6	22 6	8 6	116 Anselm Verville, St. François du Lac, Que.
111,465	C. R. C.	Chatham, N.B.	Schr—Glt	1901 Caraque, N.B.	37 6	12 8	5 2	13 Peter Frott, Caraque, N.B.
111,534	C. & P. No. 1.	Vancouver	Scow—Chd.	1893 Vancouver, B.C.	85 5	27 0	6 5	128 John S. Crowder, Vancouver, B.C.
94,645	C. A. Chisholm	Lunenburg	Schr—Glt	1888 Malone Bay, N.S.	73 7	22 8	9 0	82 J. M. Terrio, West Arichat, N.S.
90,434	C. A. Goreham	Barrington	"	1890 Tusket, N.S.	51 3	18 3	6 6	33 C. A. Goreham, Woods Harbour, N.S.
75,788	C. A. Meniac	Port Medway	"	1877 Port Medway, N.S.	83 9	23 6	9 8	112 H. G. Bauld, Halifax, N.S.
111,698	C. B. Whidden	Liverpool	Bktn—Bkglt.	1901 Liverpool, N.S.	132 4	32 3	12 4	349 C. E. Whidden, <i>et al.</i> , Antigonish, N.S.
100,193	C. D. Rand	Victoria	Schr—Glt	1891 Vancouver, B.C.	76 6	21 7	8 7	51 Victoria Sealing Co., Ltd., Victoria, B.C.
61,536	C. D. Stacy	Shelburne	"	Essex, Mass., U.S.A.	63 5	20 0	8 4	60 John McLean, Shelburne, N.S.
100,147	C. E. Robertson	Winnipeg	Barge—Chd	1894 Rat Portage, Ont.	52 0	12 2	6 0	28 A. McKinnon, Rat Portage, Ont.
112,375	C. G. Munro	Arichat	Schr—Glt	1901 Canso, N.S.	38 7	11 4	6 1	14 Wm. S. Munroe, Canso, N.S.
96,743	C. J. Colwell	St. John, N.B.	"	1889 Cambridge, N.B.	78 9	27 0	6 9	82 D. T. Alexander, Point Wolf, N.B.
100,159	C. U. Mader	Lunenburg	"	1891 Mahone Bay, N.S.	77 0	23 6	9 4	88 Martin Evans, Chlester, N.S.
103,508	C. V. Minot	Charlottetown	"	1852 Essex, Mass., U.S.A.	60 1	18 0	6 7	44 C. E. Myres, Nine Mile Creek, P.E.I.
92,294	C. W. Bangs	Ottawa	Barge—Chd	1886 Ottawa, Ont.	105 0	22 0	7 4	132 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,588	C. W. Janes	Quebec	Bktn—Bkglt.	1884 Meteghan River, N.S.	165 3	36 0	20 5	825 Frank W. Ross, Quebec, Que.
66,722	C. Averet	Liverpool	Schr—Glt	1871 East Port Medway, N.S.	41 0	14 2	6 0	19 Alex. Goreham, Shelburne, N.S.
100,506	C. Bibeau	Montreal	Sloop	1891 Pierreville, Que.	107 2	22 8	7 2	132 T. Beaudet, St. Jean des Chailons, Que.
69,589	C. Coloumb	"	Barge—Chd	1872 St. Aimé, Que.	106 2	22 5	8 8	142 Géon Goyer, Montreal, Que.
90,566	C. Richard	Ottawa	"	1887 Soré, Que.	111 9	22 8	8 1	172 The Ottawa Transportation Co., Ltd., Ottawa, Ont.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 100ths.	Ft. 100ths.	Ft. 100ths.		
107,346	Caddie.....	Yarmouth.....	Sehr—Glt.....	1898	Port Maitland, N.S.....	31 0	10 5	5 6	10	James E. Perry, Port Maitland, N.S.
59,375	Cadet.....	St. Andrews.....	".....		Rockland, Me., U.S.A.....	40 5	12 6	5 9	19	Charles Savage, Campo Bello, N.B.
100,988	Cesar.....	Chatham, N.B.....	".....	1893	Shippegan, N.B.....	34 3	13 0	4 6	10	P. Rive, Caraquet, N.B.
80,373	Calabria.....	Windsor, N.S.....	".....	1881	Parrsboro', N.S.....	154 4	36 5	16 2	530	Gypsum Packet Co., Ltd., Windsor, N.S.
111,732	Calavera.....	Lunenburg.....	".....	1902	Mahone Bay, N.S.....	90 8	24 7	9 7	90	Henry Moser, Lunenburg, N.S.
90,478	Calburga.....	Maitland.....	Bk—Bq.....	1890	Maitland, N.S.....	210 0	39 2	23 2	1350	Thomas Douglass, Halifax, N.S.
103,725	Calcium.....	Parrsboro'.....	".....	1896	Parrsboro', N.S.....	166 3	35 9	18 7	687	F. R. Eaton, New York, N.Y., U.S.A.
97,484	Calla Lilly.....	Quebec.....	Sehr—Glt.....	1890	La Have, N.S.....	61 9	21 8	8 3	62	Alfred Mercier, Berthier, Que.
100,774	Calliope.....	Chatham, N.B.....	".....	1892	Caraquet, N.B.....	37 8	11 9	5 0	12	P. Rive, Caraquet, N.B.
96,701	Calumet.....	Ottawa.....	Barge—Chd.....	1889	Grenville, Que.....	111 0	22 8	7 3	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,579	Cambridge.....	Halifax.....	Sehr—Glt.....	1885	Cambridge, N.S.....	63 4	18 3	6 8	43	Peter McConnell, Port Hilford, N.S.
96,778	Campania.....	Port Hawkesbury..	".....	1894	Cheticamp, N.S.....	35 6	11 8	5 3	11	A. W. De Gruchy, Cheticamp, N.S.
74,293	Canada.....	Quebec.....	".....	1877	Ste. Lucie, Que.....	57 5	18 0	7 2	44	Eloi Bellez, St. Simeon, Que.
75,674	Canada.....	".....	".....	1877	Cap St. Ignace, Que.....	59 8	17 5	5 5	35	Jos. Deslauriers, Fraserville, Que.



## SESSIONAL PAPER No. 21b

100,262	Canada.....	Windsor, N.S.....	Ship—3 m.....	1891-Kingsport, N.S.....	257 0	45 0	26 6	2137	The Ship Canada Co., Ltd., Wolfville, N.S.
107,531	Canada.....	St. John, N.B.....	Sloop.....	1898 St. John, N.B.....	36 2	11 4	3 0	8	Fred. S. Heans, St. John, N.B.
111,631	Canada.....	Lunenburg.....	Schr—Glt.....	1900 Lunenburg, N.S.....	116 9	27 5	10 6	199	J. Jos. Rudolf, Lunenburg, N.S.
111,772	Canada.....	Victoria.....	Barge—Chd.....	1883 } Victoria, B.C..... 1901 }	145 0	32 1	7 2	304	James Hunter, Victoria, B.C.
111,580	Canada No. 1.....	Toronto.....	".....	".....	96 0	17 7	6 3	85	Canada Ice Co., Ltd., Toronto, Ont.
112,188	Canada No. 3.....	".....	".....	Buffalo, N.Y., U.S.A.....	96 0	18 0	8 9	113	".....
111,706	Canadian.....	Lunenburg.....	Schr—Glt.....	1901 Chester Basin, N.S.....	97 8	25 9	10 4	108	Charles Smith, Lunenburg, N.S.
73,047	Canadien.....	Quebec.....	".....	1875 Lotbinière, Que.....	68 9	21 4	6 0	59	Z. Marchand, Three Rivers, Que.
80,770	Canadien.....	".....	Barge—Chd.....	1881 Barisan, Que.....	102 3	22 5	8 5	137	Narcisse Paul, Sorel, Que.
73,495	Canadienne.....	Halifax.....	Schr—Glt.....	1883 Pt. Basque, Magdalen Islands, Que.....	62 5	20 2	8 0	53	J. N. Arseneau, House Harbour, Magdalen Islands, Que.
73,096	Canadienne.....	Montreal.....	Sloop.....	1875 Yanaska, Que.....	102 0	22 2	7 0	113	Jean L. Rondeau, Lanoraie, Que.
74,100	Candid.....	Arichat.....	Schr—Glt.....	1877 Chezetcook, N.S.....	45 2	16 2	7 0	23	Désiré Burke, River Bourgeoise, N.S.
85,438	Canning Packet.....	Annapolis.....	".....	1883 Cornwallis, N.S.....	79 5	26 0	8 3	98	L. J. Melançon, Port Gilbert, N.S.
92,675	Can't Help It.....	Pictou, N.S.....	".....	1888 Murray Harbour, P.E.I.....	53 1	18 0	7 4	40	Freeman Reynolds, Murray Harbour, P.E.I.
100,494	Cape Beale.....	Victoria.....	".....	1892 James Island, B.C.....	39 5	12 8	3 8	13	Jim Eight Quap, Barclay Sound, B.C.
.....	Capital.....	Ottawa.....	Barge—Chd.....	1867 Ottawa, Ont.....	92 9	18 0	6 6	103	John Grant, Montreal, Que.
100,461	Caprice.....	Quebec.....	Yawl—Yole.....	1891 St. Lawrence, I. Orleans, Que.....	31 0	11 2	4 2	9	J. T. Molson, Montreal, Que.
83,063	Capt. Levi Young.....	Ottawa.....	Barge—Chd.....	1880 Hull, Que.....	112 1	22 8	6 9	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
96,923	Cardigan.....	Charlottetown.....	Schr—Glt.....	1890 Cardigan, P.E.I.....	57 6	17 8	7 2	38	Jos. Fouchere, Larry's River, N.S.
107,989	Carib II.....	Shelburne.....	".....	1901 Shelburne, N.S.....	112 0	28 0	11 2	195	Harry Coner, Reading, Eng., G.B.
90,826	Carita.....	Sydney.....	".....	1889 Port Medway, N.S.....	84 0	25 0	10 0	99	J. W. Cruickshank, Sydney, N.S.
100,145	Carl.....	Winnipeg.....	Barge—Chd.....	1894 Rat Portage, Ont.....	59 0	13 2	5 2	32	C. E. Laverdière, Rat Portage, Ont.
111,718	Carl E. Richard.....	Lunenburg.....	Schr—Glt.....	1901 Mahone Bay, N.S.....	97 8	25 2	10 4	99	Lavelin B. Currie, West Dublin, N.S.
97,154	Carlotia G. Cox.....	Victoria.....	".....	1891 Victoria, B.C.....	80 3	21 2	8 6	76	John G. Cox, Victoria, B.C.
103,502	Carlaine.....	Lunenburg.....	".....	1896 Lunenburg, N.S.....	88 8	24 2	9 3	99	A. Himmelman, La Have, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—*Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
92,322	Carmolite .....	Liverpool .....	Schr—Glt .....	1888	Liverpool, N.S. ....	82 0	24 2	9 8	99	Joseph W. Peppett, North Sydney, N.S.
107,238	Carolina .....	Quebec .....	Sloop .....	1897	Three Rivers, Que. . .	49 8	15 3	4 6	27	Louis Dugré, Three Rivers, Que.
74,404	Caroline .....	Chatham, N.B. ....	Schr—Glt .....	1877	Rexton, N.B. ....	35 0	12 3	4 0	9	Simon Graham, jr., Rexton, N.B.
64,999	Caroline .....	Quebec .....	Barge—Chd .....	1872	Point Lévis, Que. ....	103 8	22 6	8 3	133	The Minister of Public Works, Ottawa, Ont.
73,010	Caroline .....	" .....	Schr—Glt .....	1875	Lothinière, Que. ....	70 8	19 8	5 7	50	Edras Bernier, Lothinière, Que.
35,338	Caroline .....	St. Andrews .....	" .....	1842	Beaver Harbour, N.B. .	39 4	12 0	6 3	18	Geo. D. Grimmer, St. Andrews, N.B.
88,459	Caroline .....	Arichat .....	" .....	1888	Dartmouth, N.S. ....	35 6	11 8	4 7	12	John B. Gerrior, West Arichat, N.S.
88,409	Carrie .....	Digby .....	" .....	1894	Clare, N.S. ....	32 0	11 8	4 6	12	Thomas Cook, Grand Manan, N.B.
97,081	Carrie .....	Lunenburg .....	" .....	1890	La Have, N.S. ....	89 4	24 1	9 2	99	J. Godin, Dalhousie, N.B.
80,979	Carrie A. ....	Sydney .....	" .....	1892	Christmas Island, N.S. .	57 8	19 7	8 8	73	J. H. Blaikie, Great Village, N.S.
94,646	Carrie C. W. ....	Victoria .....	" .....	1888	Mahone Bay, N.S. ....	76 4	23 6	9 1	92	Isaac A. Gould, Victoria, B.C.
85,619	Carrie Easler. ....	Port Medway. ...	" .....	1883	Parrsboro', N.S. ....	93 8	26 8	9 8	179	W. H. Brookfield, Halifax, N.S.
94,698	Carrie H. ....	Digby .....	" .....	1890	Port Maitland, N.S. . .	47 2	15 0	6 1	20	Augustus Haycock, Westport, N.S.
96,744	Carrie L. Smith. ....	St. John, N.B. ....	Bk—Bq .....	1889	Harvey, N.B. ....	162 7	34 4	15 0	600	John N. Smith, Coverdale, N.B.

## SESSIONAL PAPER No. 21b

94,643	Carrie M. C.	Lunenburg	Schr—Glt	1888	Mahone Bay, N.S.	55	7	18	3	7	4	39	Ernest Johnson, Peters Road, P.E.I.
71,386	Carrie Maud.	Parrsboro'	"	1876	Parrsboro', N.S.	55	7	19	0	7	4	44	Harry Ogilvie, Parrsboro', N.S.
103,051	Carrie May	Yarmouth	"	1894	Pubnico, N.S.	47	1	16	4	6	4	25	C. J. Fox, Pubnico, N.S.
100,445	Carrie O.	Canso	"	1883	Country Harbour, N.S.	33	0	11	5	5	5	12	S. Crant, Whitehaven, N.S.
61,629	Carrie R.	Halifax	"	1880	Larry's River, N.S.	39	0	14	0	5	7	17	James Leary, Halifax, N.S.
112,343	Cartagena	Liverpool	"	1902	Liverpool, N.S.	109	0	29	0	11	0	199	Walter Mitchell, Halifax, N.S.
74,300	Cartier	Quebec	Barge Chd	1873	St. Jean des Chaillons, Que.	93	1	23	5	7	6	109	Jos. Laliberté, St. Jean des Chaillons, Que.
100,642	Casco	Victoria	Schr—Glt	1878	San Francisco, Cal., U.S.A.	85	0	21	6	8	2	63	Victor Jacobsen, Victoria, B.C.
92,566	Cassie M.	Halifax	"	1887	Sheet Harbour, N.S.	33	8	12	6	5	7	12	Wm. H. Munro, Sheet Harbour, N.S.
111,832	Castano	Digby	"	1901	Bear River, N.S.	118	4	29	0	10	6	215	W. W. Clarke, <i>et al.</i> , Bear River, N.S.
103,363	Castor	Quebec	Sloop	1894	Mille Vaches, Que.	55	2	16	8	5	2	31	J. Saingelais, Mille Vaches, Que.
72,963	Cataract	Pictou, Ont.	Schr—Glt	1874	Pictou, Ont.	105	5	24	0	10	5	193	F. McGibbon, Sarnia, Ont.
92,519	Catherine	St. Andrews	"	1885	St. George, N.B.	26	0	11	4	6	0	13	Benjamin McKenzie, St. George, N.B.
103,313	Catherine	Port Hawkesbury	"	1894	Cheticamp, N.S.	33	6	10	7	5	2	10	S. Chiasson, Cheticamp, N.S.
96,739	Catherine A. C.	Halifax	"	1890	Dover, N.S.	38	5	14	3	5	6	17	Hezekiah Cleveland, Dover, N.S.
55,892	Cavalier	Quebec	Bktn—Bkgt	1867	Quebec, Que.	137	0	26	2	11	7	299	Mrs. Annie Glass, Sarnia, Ont.
		Windsor, Ont.	Schr—Glt	1865	Port Dalhousie, Ont.	135	5	27	7	11	0	290	Geo. Brooks, Port Dalhousie, Ont.
96,825	Cecelia	Halifax	"	1890	Vogler's Cove, N.S.	52	0	17	6	7	4	41	David Walker, Port Hawkesbury, N.S.
72,298	Cedar Croft	St. John, N. B.	Bk—Bq	1877	Portland, N.B.	186	6	37	5	22	2	1099	Howard D. Troop, St. John, N.B.
103,271	Celia	Chatham, N. B.	Schr—Glt	1891	Caraquet, N.B.	35	4	12	1	4	8	11	D. Gallien, Caraquet, N.B.
103,239	Celina	Montreal	Horse ferry	1888	Lachenais, Que.	56	4	23	0	2	3	7	Joseph Gariépy, Rivière des Prairies, Que.
88,624	Celina	Windsor, Ont.	Scow—Chd	1884	Stoney Point, Ont.	69	0	19	0	4	5	39	P. Forcier, Detroit, Mich., U.S.A.
107,905	Centennial	St. Andrews	Sloop	1899	West Isles, N.B.	34	0	13	2	6	0	16	John F. Morse, Grand Manan, N.B.
73,956	Centennial	St. Catharines	Barge—Chd	1876	Port Robinson, Ont.	81	6	21	2	5	3	66	H. O. Brown, Welland, Ont.
88,297	Centennial	St. John, N. B.	Schr—Glt	1883	Clifton, N.B.	92	0	26	3	7	6	124	F. E. Williams, St. John, N.B.



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						Dimensions.				
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
61,586	Copela.....	Weymouth.....	Schr—Glt.....	1875	Port LeBert, N.S.....	83 0	23 0	8 5	94	D. N. Messinger, Barton, N.S.
92,358	Cardic.....	Annapolis.....	".....	1886	Alma, N.B.....	80 5	26 2	7 5	90	T. S. Henshaw, Bear River, N.S.
103,585	Cerdric.....	Chatham, N.B.....	".....	1896	Caraquet, N.B.....	36 1	12 9	5 2	14	Phillip Rive, Caraquet, N.B.
90,824	Ceto.....	Pictou, N.S.....	".....	1889	Port Medway, N.S.....	76 0	24 0	8 5	95	Wm. Weston, Rexton, N.B.
96,915	Ceylon.....	Kingston.....	".....	1891	Garden Island, Ont.....	205 4	36 3	15 2	908	The Calvin Co., Ltd., (Garden Island, Ont.)
97,151	Chacheemah.....	Victoria.....	".....	1890	Saanich, B.C.....	39 3	12 2	4 0	10	Chacheemah (Indian), Barclay Sound, B.C.
111,749	Champion.....	Lunenburg.....	".....	1902	LaHave, N.S.....	75 8	22 6	9 1	79	Jeffrey Publicover, La Have, N.S.
61,905	Champion.....	Liverpool.....	".....	1870	Liverpool, N.S.....	39 5	14 0	5 5	14	Wm. Cook, Port Monton, N.S.
69,446	Champion.....	Pictou, N.S.....	".....	1876	River John, N.S.....	66 5	19 6	7 0	55	Gee. Orr, Richibucto, N.B.
83,351	Champion.....	Quebec.....	Sloop.....	1881	Ste. Anne de la Pocatière, Que.....	38 0	13 3	4 5	13	F. X. Nepton, Tadoussac, Que.
72,988	Champion.....	Wallaceburg.....	Schr—Glt.....	1867	New Baltimore, Mich., U.S.A.....	49 0	15 0	4 0	18	W. C. Fyan, Sarnia, Ont.
.....	Champion.....	Windsor, Ont.....	Scow—Chd.....	1872	River Puce, Ont.....	66 8	18 0	5 2	50	Michael P. Thibert, Belle River, Ont.
85,381	Champion.....	Sydney.....	Schr—Glt.....	1879	Lunenburg, N.S.....	49 5	15 3	5 8	19	John Williams, Louisburg, N.S.
103,737	Chaparral.....	Parrsboro'.....	".....	1866	St. George, Me., U.S.A.....	61 0	18 0	7 0	39	Mary E. Morris, Advocate, N.S.

## SESSIONAL PAPER No. 21b

103,436	Chapeau.	Ottawa	Barge—Chd	1889	Buckingham, Que.	63 0	19 8	5 0	42	W. J. Poupore, Ottawa, Ont.
75,756	Charles.	St. John, N.B.	Ship	1879	Tusket, N.S.	212 0	39 4	23 8	1429	Archibald Ross, 6 East India Ave., London, E.C., England.
71,649	Charles Alberic.	Montreal.	Sloop	1875	Yanaska, Que.	100 0	22 3	6 6	104	Joseph Souillier, Sorel, Que.
88,658	Charles E. Lefursey.	Charlottetown	Bk—Bq	1884	Summerside, P.E.I.	190 9	36 0	20 9	936	The Ship Charles E. Lefursey Co., Ltd., Liverpool, Eng.
88,295	Charles Edouard.	Quebec.	Sloop	1884	Cap St. Ignace, Que.	51 6	18 5	5 0	24	A. Boulhane, Bergeronnes, Que.
94,704	Charles Haskell.	Digby	Schr—Glt	1869	Essex, Mass., U.S.A.	72 0	21 2	7 3	67	H. Anderson, Digby, N.S.
90,505	Charles S. Whitney.	Parrsboro'	Ship—3 m	1885	Parrsboro', N.S.	236 7	42 0	23 8	1651	Geo. D. Spicer, Spencer's Island, N.S.
107,563	Charlevoix.	"	Schr—Glt	1899	Port Greville, N.S.	154 0	34 2	12 8	427	O. F. Taylor, Charlottetown, P.E.I.
96,759	Charley Troop	St. John, N.B.	"	1879	Bath, Me., U.S.A.	55 5	16 1	6 0	30	Patrick Conlin, St. John, N.B.
83,421	Charlie	Weymouth.	"	1881	Weymouth, N.S.	30 0	10 4	4 6	10	W. H. Eldridge, M.O., Sandy Cove, N.S.
96,970	Charlie Richardson	Shelbourne.	"	1891	Shelburne, N.S.	43 4	16 9	6 6	26	John B. Harding, Rockland, N.B.
92,551	Charlotte.	Ottawa.	Barge—Chd	1888	Montebello, Que.	133 5	22 8	6 0	154	Pennsylvania Coal Co., Ltd., Montreal, Que.
100,784	Charlotte.	Chatham, N.B.	Schr—Glt	1889	Carquet, N.B.	38 2	12 1	5 1	13	R. Young, M.O., Carquet, N.B.
85,642	Charlotte E. C.	Lunenburg.	"	1883	Mahone Bay, N.S.	74 5	23 0	8 8	80	Thos. O'Brien, Bay of Islands, Nfld.
86,756	Charming Lass.	Charlottetown	"	1882	Herring Neck, Nfld.	73 8	21 7	7 9	67	Francis Andrew, New Glasgow, P.E.I.
43,109	Chatham Head.	Chatham, N.B.	"	1862	Miranichi, N.B.	49 0	16 2	6 8	24	Alex. Campbell, Baddeck, N.S.
103,841	Chaudière.	Ottawa.	Barge—Chd	1896	Sturgeon Falls, Ont.	66 5	18 0	4 7	72	J. A. Clarke, Sturgeon Falls, Ont.
100,789	Chazalie.	Chatham, N.B.	Schr—Glt	1890	Carquet, N.B.	37 8	12 8	4 6	11	R. Young, M.O., Carquet, N.B.
72,566	Cherokee	Kingston.	Barge—Chd	1874	Garden Island, Ont.	151 0	26 0	11 2	365	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
77,586	Cherry	Montreal.	"	1878	Montreal, Que.	111 5	22 3	6 0	98	F. X. Bertrand, Rigaud, Que.
103,726	Cheslie.	Parrsboro'	Schr—Glt	1896	Port Greville, N.S.	129 7	33 0	12 1	330	Geo. E. Holder, St. John, N.B.
111,836	Chevalier.	Digby.	Sloop	1901	Port Maitland, N.S.	32 5	10 7	6 0	11	Warren S. Sollows, Port Maitland, N.S.
112,392	Chevoux	Ottawa.	Barge—Chd	1902	Ottawa, Ont.	52 4	13 5	2 4	27	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.
	Chicago	Montreal	"	1872	Montreal, Que.	146 0	24 8	10 3	350	Montreal Transportation Co., Montreal, Que.
92,679	Chief Commander.	Pictou, N.S.	Schr—Glt	1889	Brule Point, N.S.	50 4	17 7	6 8	39	George Clarke, Tatamagouche, N.S.

## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, &amp;c.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.				Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
67,000	Chieftain.....	St. John, N.B.	Wdgt—Bab ..	{ 1874 } { 1890 }	Waterborough, N.B.	74 0	26 3	6 5		72	John E. Moore, St. John, N.B.
71,215	Chippewa.....	Sarnia.....	Sloop .....	1874	Muskoka, Ont.	94 0	23 8	7 8		132	Muskoka Mill & Lumber Co., Toronto, Ont.
69,217	Chlorus.....	Yarmouth.....	Schr—Glt.....	1875	La Have, N.S.	64 0	20 6	8 2		57	Geo. Langille, Wallace, N.S.
96,730	Christina.....	Chatham, N.B.	" .....	1888	Caraquet, N.B.	34 4	12 3	4 6		11	C. Robin, Collas & Co., Ltd., Jersey.
107,707	Cincinnati.....	Toronto.....	" .....	1895	Midland, Ont.	55 0	20 8	3 7		162	Benjamin A. Patterson, et al., Oakville, Ont.
85,536	Circassian.....	Yarmouth.....	" .....	1883	Shelburne, N.S.	87 0	23 9	10 0		99	A. F. Stoneman, Yarmouth, N.S.
100,533	Citizen.....	Digby.....	" .....	1898	Bear River, N.S.	66 0	20 6	7 0		47	W. W. Clarke, Bear River, N.S.
59,404	City Point.....	Halifax.....	" .....	1872	Mahone Bay, N.S.	62 0	20 2	7 8		49	Morgan H. Genge, Channel, Nfld.
100,645	City of San Diego.....	Victoria.....	" .....	1881	San Francisco, Cal., U.S.A.	67 5	20 5	6 5		46	Victoria Sealing Co., Ltd., Victoria, B.C.
94,977	Civilian.....	Yarmouth.....	" .....	1890	Pubnico, N.S.	80 7	23 8	9 1		97	Chas. D'Entremont, Pubnico, N.S.
107,549	Clair.....	St. John, N.B.	Sloop .....	1897	North Head, Grand Manan, N.B.	38 2	13 6	4 0		11	Albert Henderson, Grand Harbour, B.C.
103,561	Claire.....	Montreal.....	Barge—Chd ..	1896	Yamaska, Que.	105 9	22 2	8 9		104	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
72,948	Clairville.....	Quebec.....	" .....	1870	Ste. Emélie, Que.	94 6	21 5	6 3		84	F. Dussault, St. Jean des Chaillons, Que.
92,651	Clam Shell.....	St. Catharines.....	Dredge—Drague	1887	Tonawanda, N.Y., U.S.A.	80 0	20 0	7 0		62	F. B. McNamie, Montreal, Que.



## SESSIONAL PAPER No. 21b

111,415	Clara	Lunenburg	Schr—Glt	1900	Mahone Bay, N.S.	98 8	25 3	10 7	100	Abraham Ernst, Mahone Bay, N.S.
55,864	Clara	Quebec	"	1866	Kamouraska, Que.	42 0	13 4	6 5	18	Pierre Levesque, Trois Pistoles, Que.
107,304	Clara A. Benner	St. Andrews	"	1867	Friendship, Me., U.S.A.	59 3	20 0	7 9	37	Simon Brown, Campo Bello, N.B.
90,869	Clara E. Mason	Lunenburg	"	1887	Lunenburg, N.S.	75 2	23 0	8 6	83	Wm. C. Smith, Lunenburg, N.S.
90,693	Clara L.	St. Catharines	Scow—Chd.	1885	Black Creek, Ont.	75 3	14 6	4 9	45	Wm. Hand, Port Dalhousie, Ont.
83,071	Clarence	Ottawa	Barge—Chd	1881	Rockland, Ont.	110 0	22 3	6 4	139	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,297	Clarence A. Shafner	Annapolis	Schr—Glt	1901	Bridgetown, N.S.	103 6	27 2	9 8	158	L. D. Shafner, Bridgetown, N.S.
111,739	Clarence B.	Lunenburg	"	1902	Mahone Bay, N.S.	90 8	24 7	9 7	90	Abraham Ernst, Mahone Bay, N.S.
103,415	Clarence Smith	"	"	1885	Lunenburg, N.S.	86 2	24 0	9 3	96	G. A. Smith, Lunenburg, N.S.
83,244	Claribel	Charlottetown	"	1881	Charlottetown, P.E.I.	42 3	13 4	6 0	19	Charles Doucet, Cheticamp, N.S.
107,606	Clarisse	Weymouth	"	1900	Meteghan River, N.S.	64 0	22 0	8 5	55	Joseph O. Robichaud, Meteghan River, N.S.
80,662	Clarke	Ottawa	Barge—Chd	1881	Montreal, Que.	108 0	22 0	6 5	143	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
97,172	Clayola	Windsor, N.S.	Schr—Glt	1890	Port Maitland, N.S.	89 0	28 2	8 7	123	J. Willard Smith, St. John, N.B.
111,604	Cleeve 1	New Westminster	Barge—Chd	1897	New Westminster, B.C.	51 0	14 0	3 5	19	The Cleeve Canning & Cold Storage Co., Ltd., Vancouver, B.C.
111,605	Cleeve 2	"	"	1897	"	51 0	14 0	3 5	19	"
111,981	Cleeve No. 3	Vancouver	Scow—Chd.	1900	"	80 0	25 8	6 0	205	"
.....	Cleveland	Montreal	Barge—Chd	1872	Quebec, Que.	138 4	26 1	9 8	328	Montreal Transportation Co., Montreal, Que.
85,980	Clifford C	St. John, N.B.	Schr—Glt	1882	Rexton, N.B.	81 0	26 5	7 5	97	Daniel J. Purdy, St. John, N.B.
66,040	Clorinthe	Quebec	"	1871	Kamouraska, Que.	41 0	14 0	6 1	22	Joseph Guay, St. Etienne de la Malbaie, Que.
111,569	Clorita	Toronto	"	1898	New York, N.Y., U.S.A.	64 0	16 5	7 4	44	Geo. H. Gooderham, Toronto, Ont.
103,551	Clovie	Montreal	Sloop	1895	St. Thomas, Que.	92 1	22 2	5 7	84	Marcil Daneau, St. Thomas, Que.
.....	Coa	"	Barge—Chd	1861	Montreal, Que.	92 3	17 1	5 8	92	C. Bertrand, Rigaud, Que.
107,929	Cobledick Dredge No. 1.	New Westminster	"	1900	Lytton, B.C.	100 0	26 0	7 0	795	The Cobledick Dredge No. 1 Co., Ltd., London, Eng.
103,955	Cobourg	Montreal	Schr—Glt	1897	Kingston, Ont.	179 6	34 7	11 4	607	Montreal Transportation Co., Montreal, Que.
71,601	Colborne	"	Barge—Chd	1874	Montreal, Que.	149 0	26 6	9 6	392	"

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10lbs	Ft. 10lbs	Ft. 10lbs		
85,392	Colibri.....	Port Hawkesbury...	Schr—Glt.....	1894	Magdalen Islands, Que..	46 5	13 0	6 6	18	Murdoch A. McDonald, South Cove, N.S.
107,122	Collector.....	Lunenburg.....	".....	1899	La Have, N.S.....	82 8	24 8	9 8	99	W. N. Reinhardt, La Have, N.S.
100,359	Collinsie.....	Quebec.....	".....	1889	Chicoutimi, Que.....	64 0	20 4	6 7	57	Alex. Simard, Grand Bay, Chicoutimi, Que.
74,351	Col. Ellsworth.....	".....	".....	1860	Essex, Mass., U.S.A....	77 4	22 6	7 6	78	Fideleme Blouin, Quebec, Que.
74,051	Col. Otter.....	Canso.....	".....	1876	Barrington, N.S.....	73 0	21 8	8 5	73	John J. Sangster, Guysboro', N.S.
111,702	Colonia.....	Lunenburg.....	".....	1901	Lunenburg, N.S.....	97 2	25 6	9 7	98	Davis C. Westhaver, Lunenburg, N.S.
107,690	Colonial No. 1.....	New Westminster...	Barge—Chd.....	1897	New Westminster, B.C..	40 0	12 0	3 0	14	A. E. Tregent, M.O., Vancouver, B.C.
107,635	Colonial No. 2 ..	".....	".....	1898	".....	60 0	22 0	5 0	59	Theron Ackerman, M.O., New West- minster, B.C.
111,958	Colonial No. 3.....	".....	".....	1899	Steveston, B.C.....	55 0	14 0	4 0	28	The Columbia Packing Co., Ltd., Van- couver, B.C.
80,697	Colonna.....	Montreal.....	Sloop.....	1882	St. Thomas, Que.....	74 5	19 5	4 2	51	E. Latour, Valleyfield, Que.
88,567	Columbia.....	Kingston.....	Barge—Chd.....	1885	Bedford Mills, Ont....	101 0	22 7	4 8	84	Benjamin Tett, Bedford Mills, Ont.
103,759	Columbia.....	Lunenburg.....	Schr—Glt.....	1898	Lunenburg, N.S.....	88 0	24 0	9 6	99	J. A. Silver, Lunenburg, N.S.
111,880	Columbia.....	Yarmouth.....	".....	1895	Newport, Me., U.S.A....	52 0	13 7	9 0	22	Frank Lovitt, Yarmouth, N.S.
36,350	Comet.....	Port Hawkesbury...	".....	1861	Necum Teuch, N.S.....	63 6	19 6	9 3	62	A. D. Cormier, Buctouche, N.B.

SESSIONAL PAPER No. 21b

88,387	Comet.....	Windsor, N.S.....	"	1885	Cornwallis, N.S.....	32 0	12 6	4 5	10 Thomas Carter, Red Head, N.B.
.....	Comet.....	Montreal.....	"	1862	Yamaska, Que.....	80 7	19 1	5 5	57 W. Patry, Ste. Emélie, Que.
112,325	Commodore.....	Parrsboro'.....	"	1902	Pereaux, N.S.....	51 6	17 4	6 5	29 James George, Parrsboro', N.S.
107,966	Companion.....	Lunenburg.....	"	1900	La Have, N.S.....	86 4	23 7	9 6	95 Jeffrey Publicover, New Dublin, N.S.
59,162	Comrade.....	St. John, N.B.....	Wdgt-Bab.....	1898	Grand Lake, N.S.....	76 7	26 5	7 0	77 Mrs. Mary P. Dickson, St. John, N.B.
111,650	Concord.....	Lunenburg.....	Schr-Glt.....	1901	La Have, N.S.....	76 2	22 0	8 6	79 W. N. Reinhardt, La Have, N.S.
74,071	Condor.....	Halifax.....	"	1873	Chezetcook, N.S.....	39 5	14 2	5 7	20 D. Smith, Chezetcook, N.S.
74,331	Condor.....	Yarmouth.....	"	1877	Beaver River, N.S.....	36 3	12 2	4 2	11 Maurice Haycock, Westport, N.S.
92,553	Condor.....	Montreal.....	Barge-Chd.....	1888	Montreal, Que.....	180 7	34 5	11 6	567 Kingston & Montreal Forwarding Co., Lécl., Kingston, Ont.
101,000	Condor.....	Chatham, N.B.....	Schr-Glt.....	1888	Shippegan, N.B.....	33 0	12 3	4 4	10 T. Ahier, Shippegan, N.S.
80,804	Conductor.....	Windsor, N.S.....	Bk-Bq.....	1890	Cornwallis, N.S.....	176 0	37 5	22 8	1063 The Bark Conductor Co., Ltd., Wolf- ville, N.S.
94,944	Congo.....	Shelburne.....	Schr-Glt.....	1889	Shelburne, N.S.....	104 0	28 4	11 0	197 Charles E. Whidden, Antigonish, N.S.
100,721	Conrad.....	Montreal.....	Sloop.....	1893	Pierreville, Que.....	102 2	22 8	7 1	125 C. Ferriere, Pierreville, Que.
.....	Consort.....	"	Barge-Chd.....	1862	Montreal, Que.....	92 1	18 9	9 2	145 Montreal Transportation Co., Montreal, Que.
100,701	Constance.....	Pictou, N.S.....	Schr-Glt.....	1899	Wallace, N.S.....	61 1	20 0	7 7	53 Alexander D. McFarlane, Wallace, N.S.
103,345	Coquette.....	Montreal.....	Yacht.....	1892	Montreal, Que.....	35 5	10 0	2 6	3 Arthur Hamilton, Montreal, Que.
100,063	Cora B.....	St. John, N.B.....	Schr-Glt.....	1890	Canning, N.B.....	81 5	27 2	7 2	99 Geo. S. Johnson, Lower Granville, N.S.
96,835	Cora L.....	Lunenburg.....	"	1890	La Have, N.S.....	78 7	23 8	8 6	99 Ephram McGillivray, Gabarouse, N.S.
103,535	Cora Lee.....	Halifax.....	"	1867	Bath, Me., U.S.A.....	67 2	18 9	6 4	49 R. Harrington, Sydney, N.S.
94,758	Cora May.....	St. John, N.B.....	"	1889	Black River, N.B.....	93 9	27 9	7 4	117 Nathaniel C. Scott, St. John, N.B.
.....	Coral.....	Oakville.....	"	1874	Oakville, Ont.....	47 6	13 0	5 0	26 George Blowers, Port Credit, Ont.
80,605	Coral Leaf.....	Shelburne.....	"	1880	Pubnico, N.S.....	71 5	22 0	8 2	71 John Hipson, Shelburne, N.S.
112,323	Coral Leaf.....	Parrsboro'.....	"	1902	Spencer's Island, N.S.....	150 5	33 6	12 7	374 J. Spicer, Spencer's Island, N.S.
111,743	Corean.....	Lunenburg.....	"	1902	La Have, N.S.....	76 8	22 4	9 0	70 J. N. Rafuse, La Have, N.S.
88,304	Corinne.....	Quebec.....	"	1894	Bay St. Paul, Que.....	52 0	17 4	5 4	30 E. Bluteau, Petite Rivière Charlebois, St. François, Que.



ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—*Continued*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite*.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,024	Corinto.....	Parrsboro'	Schr—Glt.....	1895	Port Greville, N.S.....	76 8	25 3	7 9	98	C. C. Langill, Parrsboro', N.S.
71,163	Corisande.....	Port Hope.....	".....	1873	Marine City, Mich., U.S.A.	137 0	26 0	11 1	276	John C. Miller, Parry Sound, Ont.
	Corn Crib.....	Montreal.....	Barge—Chd.....	1868	Montreal, Que.....	132 1	22 7	10 1	296	Montreal Transportation Co., Montreal, Que.
97,000	Cornelius.....	New Westminster...	Schr—Glt.....	1884	San Francisco, Cal., U.S.A.	42 6	15 5	4 0	19	William F. Kent, Vancouver, B.C.
94,889	Cornwall.....	Montreal.....	Barge—Chd.....	1890	Kingston, Ont.....	178 6	35 2	11 7	586	Montreal Transportation Co., Montreal, Que.
111,675	Cornwall.....	Parrsboro'	Schr—Glt.....	1901	Port Greville, N.S....	61 5	20 1	5 8	44	G. F. Roy, Kentville, N.S.
111,736	Coronation.....	Lunenburg.....	".....	1902	Mahone Bay, N.S.....	93 8	25 0	10 2	98	Henry W. Adams, Lunenburg, N.S.
80,720	Coronation.....	Paspebiac.....	".....	1902	Paspebiac, Que.....	75 6	22 0	8 7	67	C. Robin, Collas & Co., Ltd., Jersey.
111,871	Coronation.....	Yarmouth.....	".....	1902	Shelburne, N.S.....	94 6	24 6	9 9	98	A. F. Stoneman, Yarmouth, N.S.
92,442	Coronet.....	Toronto.....	".....	1887	Port Credit, Ont.....	58 0	16 5	3 6	24	Lionel York, Toronto, Ont.
112,130	Coronia.....	Shelburne.....	".....	1902	Shelburne, N.S.....	92 0	24 3	9 6	99	Geo. A. Cox, Shelburne, N.S.
94,942	Coronilla.....	".....	".....	1889	Sable River, N.S.....	53 0	15 0	6 0	28	E. R. Nickerson, Shag Harbour, N.S.
77,888	Corrina.....	Quebec.....	".....	1879	Les Eboulements, Que..	48 3	17 5	6 9	36	Charles Bertrand, Isle Verte, Que.
103,083	Corsair.....	Chatham, N.B.....	".....	1893	Caraquet, N.B.....	33 6	12 0	4 8	10	T. Ahier, Shippegan, N.B.

SESSIONAL PAPER No. 21b

100,104	Coryl.	Parrsboro'	1891	Port Greville, N.S.	73 6	19 7	6 2	59	Stewart Hatfield, Port Greville, N.S.
96,940	Cosmo.	Charlottetown	1891	Grand River, Lot 14, P.E.I.	149 0	30 0	14 9	385	John Yeo, Port Hill, P.E.I.
88,496	Couchiching...	Winnipeg.	1883	Rat Portage, Ont.	92 6	19 6	7 9	105	The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
90,650	Coup d'Etat	Yarmouth.	1885	Pubnico, N.S.	38 0	11 7	4 2	12	M. D'Entremont, Pubnico, N.S.
103,368	Courageux.	Quebec.	1895	Les Escoumains, Que.	59 2	19 2	5 4	37	A. Gagnon, Les Escoumains, Que.
83,295	Craftsman	Kingston	1883	Kingston, Ont.	99 0	16 6	5 1	65	F. Mills, Kingston, Ont.
71,277	Craftsman	"	1873	Port Burwell, Ont.	132 0	25 8	10 4	256	John Strong, Port Elgin, Ont.
88,678	Creedmoor.	St. John, N.B.	1884	Gardner's Creek, N.B.	214 4	40 2	24 0	135	Jas. Kennedy, St. John, N.B.
100,345	Crescent.	Maitland.	1902	Lower Selmah, N.S.	86 6	25 6	8 5	99	Andrew Anthony, Lower Selmah, N.S.
103,324	Crocket.	Port Hawkesbury.	1899	Port Hawkesbury, N.S.	36 0	10 4	6 3	10	Richard H. Brown, Sydney Mines, N.S.
111,708	Crofton McLeod.	Lunenburg.	1901	Mahone Bay, N.S.	83 0	24 1	9 5	85	John W. McLean, Mahone Bay, N.S.
64,710	Crown Prince.	Port Hawkesbury.	1871	Port Hawkesbury, N.S.	42 0	14 6	5 7	19	T. C. Cook, Port Mulgrave, N.S.
71,332	Crusade.	Digby.	1851	Essex, Mass., U.S.A.	61 0	17 8	6 8	44	G. F. Simonson, St. John, N.B.
103,162	Crusader.	Vancouver.	1896	Port Moody, B.C.	44 8	14 7	6 2	28	Napoleon J. Mayhew, Vancouver, B.C.
88,290	Crusoe.	St. Andrews.	1886	St. Andrews, N.B.	30 9	12 4	5 6	13	Jos. Boyd, CampoBello, N.B.
85,441	Cuba.	Windsor, N. S.	1883	Hantsport, N.S.	140 0	34 0	13 8	453	G. E. Bentley, Port Greville, N.S.
88,693	Culdoon.	St. John, N. B.	1885	Gardner's Creek, N.B.	138 1	31 4	13 0	373	James Kennedy, St. John, N.B.
77,578	Cultivateur.	Montreal.	1875	Yanaska, Que.	90 8	22 0	5 4	79	C. J. Marchildon, St. Pierre les Becquets, Que.
74,081	Cumminger.	Halifax.	1876	St. Mary's River, N.S.	92 6	26 3	10 4	119	J. W. O'Hara, Isaac's Harbour, N.S.
100,741	Curacao	Windsor, N. S.	1894	Horton, N.S.	128 0	29 8	10 8	289	Geo. B. Lockhart, New York, N.Y., U.S.A.
61,407	Curlew.	Chatham, N. B.	1872	Shippegan, N.B.	45 2	14 3	6 2	22	P. Luce, Jersey.
103,181	Curlew.	Digby.	1895	Shelburne, N.S.	75 0	19 6	8 5	63	Bland W. Cousins, et al., Digby, N.S.
80,389	Cygnnet.	Parrsboro'	1882	Parrsboro', N.S.	74 1	24 3	8 5	77	R. H. Burgess, Parrsboro', N.S.
83,381	Cygnnet.	Toronto.	1879	Buffalo, N.Y., U.S.A.	44 0	15 5	5 0	27	Thos. McGaw and R. D. Ewing, J.O., Toronto, Ont.
100,916	Cygnnet.	Chatham, N. B.	1887	Caraquet, N.B.	38 3	12 3	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
88,348	Cymbeline .....	Lunenburg .....	Schr—Glt ..	1884	Conquerall, N.S. ....	80 2	23 9	9 2	97	Charles Stewart, St. Peters, N.S.
100,971	Cyprian .....	Chatham, N. B. ....	" .....	1892	Caraquet, N.B. ....	36 6	12 8	4 4	10	E. Sivret, Caraquet, N.B.
92,731	Cyprus .....	Toronto .....	Yacht .....	1879	Fairlie, G.B. ....	30 0	6 4	5 4	6	Dugald J. MacMurchy, Toronto, Ont.
85,649	Cyrene.....	Lunenburg .....	Schr—Glt ..	1883	Bridgewater, N.S. ....	81 2	23 9	9 2	107	Wm. E. LeBlanc, West Arichat, N.S.
77,633	Cyrenian.....	Sarnia .....	" .....	1879	Garden Island, Ont.....	135 0	26 0	10 6	376	J. E. Williscroft, Southampton, Ont.
111,637	Cyril .....	Lunenburg .....	" .....	1901	Mahone Bay, N.S. ....	93 2	25 0	9 6	100	Thomas A. Wilson, Bridgewater, N.S.
107,821	Czar No. 1....	Victoria .....	Scow—Chd. ....	1899	Union, B.C. ....	92 0	27 4	7 0	143	Wellington Colliery Co., Ltd., Victoria, B.C.
.....	D .....	Montreal. ....	Barge—Chd ..	1868	Batiscan, Que. ....	114 8	22 1	8 2	196	George Hurteau, Valleyfield, Que.
111,489	D. T. ....	Quebec.....	Schr—Glt ..	1900	Portneuf, Que.....	75 6	22 4	7 2	73	David Tremblay, Portneuf, Saguenay Co., Que.
88,418	D. W. B. ....	St. John, N. B. ....	" .....	1884	Westfield, N.B., ....	88 3	26 8	7 7	121	W. B. McLean, St. John, N.B.
88,355	D. A. Mader .....	Lunenburg . . .	" .....	1884	Mahone Bay, N.S. ....	73 3	22 9	9 0	85	Nathaniel Smith, Halifax, N.S.
103,465	D. F. Patchin .....	Halifax .....	" .....	1866	Castine, Me., U.S.A....	70 8	20 3	7 1	59	Alex. F. Cameron, Sherbrooke, N.S.
100,899	D. J. Melancon...	Weymouth .....	" .....	1897	Gilbert Cove, N.S. ....	88 0	28 0	9 3	134	J. R. Blauvit, M. O., Tusket, N.S.



## SESSIONAL PAPER No. 21b

107,649	D. M. Owen	Lunenburg	"	1899	La Have, N.S.	76 5	22 3	8 8	72	Andrew King, Halifax, N.S.
100,551	D. N. Salvail	Montreal	Barge—Chd	1887	Yamaska, Que.	107 7	22 7	8 4	169	E. Danseveau, Verchères, Que.
100,638	D. W. Gordon	Victoria	Sloop	1892	Victoria, B. C.	39 0	13 0	5 4	12	J. P. Bendrot, M.O., Victoria, B.C.
61,966	D. Cronan	Halifax	Schr—Glt	1870	Moser's River, N.S.	51 8	13 0	7 4	40	Peter Le Marquand, Esquimaux Point, Que.
97,085	D. Cronan	"	"	1890	Mahone Bay, N.S.	63 8	20 3	8 0	59	J. Evans, Grand Bank, Nfld.
83,368	D. Talbot	Quebec	"	1881	Kegaska, Que.	33 0	11 5	4 4	10	Desiré Talbot, Natashquan, Que.
100,913	Daffodil	Chatham, N. B.	"	1891	Carquet, N.B.	35 6	12 7	4 4	10	T. Ahier, Shippegan, N.B.
112,221	Dahinda	St. John, N. B.	"	1902	St. John, N. B.	54 4	18 3	6 7	36	William M. Mackay, St. John, N.B.
88,445	Daisy	Halifax	Sloop	1884	Dartmouth, N.S.	38 8	12 6	5 5	15	Alfred E. Jones, Halifax, N.S.
107,758	Daisy	Charlottetown	Schr—Glt	1901	Casumpec, P.E.I.	42 4	12 9	4 7	13	John Agnew, Alberton, P.E.I.
92,584	Daisy	"	"	1890	Malbay, Que.	63 4	21 0	9 2	70	Richard Morin, Charlottetown, P.E.I.
97,072	Daisy	"	Bktn—Bkgit	1893	Grand River, Lot 14, P.E.I.	148 0	30 0	14 8	384	John Yeo, Port Hill, P.E.I.
103,496	Daisy	Quebec	Schr—Glt	1895	Shelburne, N. S.	92 0	24 0	9 5	98	Joseph Blais, Berthier-en-bas, Que.
100,088	Daisy	St. John, N. B.	"	1892	Westfield, N.B.	61 7	18 9	4 6	45	Thos. A. Farris, Waterborough, N.B.
100,890	Daisy	"	Wdht—Bdb	1894	St. John, N. B.	47 7	15 9	4 1	25	R. A. Elliott, St. John, N.B.
103,180	Daisy	Shelburne	Schr—Glt	1895	Green Harbour, N. S.	32 0	10 1	4 8	10	J. E. Lloyd, Brighton, N.S.
107,112	Daisy Linden	Digby	"	1898	Mahone Bay, N.S.	91 2	24 6	9 5	97	Florence S. Daykin, et al., Digby, N.S.
90,427	Daisy Vaughn	Liverpool	"	1886	Barrington, N. S.	69 0	22 0	7 5	71	R. H. Gardner, et al., Brooklyn, N.S.
88,571	Dakota	Kingston	Barge—Chd	1885	Garden Island, Ont.	170 4	30 6	11 9	516	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
112,340	Damaraland	Liverpool	Schr—Glt	1892	Liverpool, N.S.	113 0	30 4	10 8	199	Reynolds Harrington, Sydney, N.S.
.....	Dan	Montreal	Barge—Chd	1869	Machmiche, Que.	93 4	18 8	5 1	100	L. Delisle, Valleyfield, Que.
100,655	Dandy	Kingston	Sloop	1894	Seeley's Bay, Ont.	80 7	17 9	4 6	40	The Capital Sand & Brick Co., Ltd., Ottawa, Ont.
107,369	Daniel Lamb	Toronto	Dredge—Dragne	1896	Toronto, Ont.	90 0	27 6	4 6	18	Corporation of the City of Toronto, Toronto, Ont.
83,115	Daphne	Halifax	Sloop	1875	Halifax, N. S.	26 0	7 8	4 3	4	John Peters, Halifax, N.S.
111,671	Dara C.	Parrsboro'	Schr—Glt	1901	Port Greville, N.S.	153 4	34 8	12 8	402	John W. Cochrane, Fox River, N. S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
85,663	Daring.....	Halifax.....	Schr—Glt .....	1880	Sambro, N.S.....	44 2	14 7	6 3	18	Charles Slaunwhite, Terence Bay, N.S.
107,793	Darrow.....	Toronto.....	House-boat.....	1897	Penetanguishene, Ont.....	49 5	20 0	2 6	91	David Davidson, Penetanguishene, Ont.
59,470	Dart .....	Pictou, N. S. ....	Schr—Glt .....	1871	Malone Bay, N.S. ....	58 3	18 9	7 5	45	Alex. Jackson, Murray River, P.E.I.
85,667	Dart .....	Halifax.....	" .....	1882	Chezetcook, N.S.....	33 5	12 0	4 4	10	George Julien, Chezetcook, N.S.
83,021	Dauntless. ....	Wallaceburg .....	" .....	1867	Oakville, Ont.....	105 5	23 4	9 1	156	M. J. Glass, Sarnia, Ont.
160,819	David James .....	Halifax.....	" .....	1894	Lockeport, N.S.....	55 0	16 8	7 0	27	Arthur E. Curran, Halifax, N.S.
100,884	David Lynch.....	St. John, N. B. ....	" .....	1894	St. John, N. B. ....	83 0	21 1	8 3	65	J. S. Thomas, St. John, N.B.
83,337	Davidson.....	Ottawa.....	Barge—Chd .....	1882	Hull, Que.....	110 7	22 6	7 0	150	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,698	Davie.....	Toronto.....	House-boat.....	1896	Penetanguishene, Ont.....	46 0	20 0	2 6	81	David Davidson, Penetanguishene, Ont.
100,636	Dawendeena.....	Victoria.....	Sloop.....	1892	Victoria, B.C. ....	33 4	11 5	4 5	10	J. P. Bendrot, Victoria, B.C.
96,750	Dawn.....	St. John, N. B. ....	Schr—Glt .....	1889	Upper Gagetown, N.B..	39 2	12 8	4 6	12	Chas. L. Currier, Upper Gagetown, N.E.
100,605	Dawn .....	Barrington.....	" .....	1893	Shelburne, N. S. ....	68 0	18 0	7 6	49	H. A. Amiro, West Pubnico, N.S.
100,915	Dawn .....	Chatham, N. B.....	" .....	1891	Caraquet, N.B.....	37 0	12 7	4 6	12	C. Robin, Collas & Co., Ltd., Jersey.
103,853	Dawn .....	Halifax.....	" .....	1897	Owl's Head, N.S. ....	38 2	14 0	5 4	13	Thos. Parker, Owl's Head, N.S.

SESSIONAL PAPER No. 21b

72,052	Day Spring	Charlottetown	"	{ 1860 Essex, Mass., U.S.A. 1899 Port Royal, N.S.	66 5	18 3	7 4	52	Chas. Leblanc, Arichat, N.S.
59,484	Day Spring	Halifax	"	1866 Chester, N.S.	56 2	18 0	7 1	36	Geo. L. Baker, Jeddore, N.S.
88,365	Day Star	Victoria	Sloop	1883 London, G.B.	16 5	6 0	2 0	4	Rt. Rev. Bishop of New Westminster, New Westminster, B.C.
107,230	De Champlain	Quebec	Barge—Chd	1897 St. Irenée, Que.	99 7	22 5	7 3	122	Louis Garthier, St. Irenée, Que.
111,405	Decca M.	Lunenburg	Schr—Glt	1900 Malone Bay, N.S.	79 6	22 9	9 2	81	John McLean, Malone Bay, N.S.
107,058	Defender	Barrington	"	1901 Coffin's Croft, N.S.	48 0	14 9	5 9	20	A. D. Madden, Baccaro, N.S.
111,711	Defender	Lunenburg	"	1901 Malone Bay, N.S.	95 6	25 4	10 0	98	Alex. Knickle, Lunenburg, N.S.
103,063	Defender	Yarmouth	"	1895 Pubnico, N.S.	43 2	14 7	6 1	20	A. Murphy, Pubnico, N.S.
92,503	Defiance	St. Andrews	"	1884 Lubec, Me., U.S.A.	33 0	12 8	7 0	17	F. Calder, CampBello, N.B.
75,647	Defiance	St. Catharines	"	1859 Port Hope, Ont.	102 0	22 0	7 8	89	R. McLaren, St. Catharines, Ont.
	Defiance	Toronto	"	1845 Etobicoke, Ont.	49 0	14 0	4 9	26	C. McCraney, Toronto, Ont.
83,152	Delaware	Belleville	"	1880 Oswego, N.Y., U.S.A.	105 0	22 0	8 0	152	A. W. Hepburn, Picton, Ont.
66,069	Delia	Quebec	Barge—Chd	1873 Pointe au Pizeau, Que.	95 0	18 0	6 3	91	A. Malette, Lachine, Que.
111,507	Della B.	St. John, N.B.	Schr—Glt	1900 Greenwich, N.B.	56 0	17 4	5 6	43	James L. Belyea, Greenwich, N.B.
103,118	Della F. Tarr	St. Andrews	"	1883 Salem, Mass., U.S.A.	56 0	17 0	5 7	34	Samuel Greenwood, Port Clyde, N.S.
103,095	Delphis	Montreal	Sloop	1890 Sorel, Que.	92 7	22 7	6 0	91	D. Chausse, Lanoraie, Que.
90,855	Delta	Charlottetown	Schr—Glt	1886 Lunenburg, N.S.	44 4	16 2	7 0	25	A. J. McFayden, Tignish, P.E.I.
100,277	Delta	Windsor, N.S.	"	1892 Kempt, N.S.	118 3	30 5	11 9	287	Rodman Pratt, Cheverie, N.S.
107,699	Delta	Toronto	House-boat	1898 Penetanguishene, Ont.	47 0	20 0	3 0	74	David Davidson, Penetanguishene, Ont.
111,710	Demering	Lunenburg	Schr—Glt	1901 La Have, N.S.	81 8	22 4	8 7	85	Jessen Anderson, Lunenburg, N.S.
92,380	Demozelle	Parrsboro'	"	1888 Hopewell Cape, N.B.	94 0	28 1	9 2	163	Carrie S. Elderkin, Fox River, N.S.
72,579	Denmark	Kingston	"	1867 Garden Island, Ont.	134 8	25 6	10 9	305	The Calvin Co., Ltd., Garden Island, Ont.
107,314	Despatch	Halifax	"	1894 Halifax, N.S.	27 4	9 4	4 0	6	George E. Francklyn, jr., Halifax, N.S.
83,492	Dessie	Liverpool	"	1882 Brooklyn, N.S.	32 6	11 0	5 1	11	Anasa H. Fiske, Lockport, N.S.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths Ft. 10ths Ft. 10ths				
.....	Detroit.....	Montreal.....	Barge—Chd .....	1873	Montreal, Que.....	149 6	25 7	10 4	350	Montreal Transportation Co., Montreal, Que.
71,637	Deux Frères .....	" .....	Sloop .....	1872	Lanoraie, Que .....	99 0	23 0	6 7	102	D. Lacourcière, Batican, Que.
107,407	Diamond.....	" .....	Barge—Chd .....	1899	St. Thomas de Pierreville Que.	138 6	28 3	12 6	331	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
80,986	Diamond.....	Halifax .....	Schr—Glt .....	1882	Guysboro', N.S.....	80 6	24 0	9 4	98	Thos. Boudrot, Arichat, N.S.
103,934	Diamond Jubilee.....	Paspebiac.....	" .....	1897	Caraquet, N.B.....	55 0	17 0	6 5	32	W. Martell, Main à Dieu, N.S.
94,811	Diana .....	Victoria .....	" .....	1889	Victoria, B.C.....	65 2	19 9	7 1	50	Victoria Sealing Co., Ltd., Victoria, B.C.
77,697	Dianthus.....	Halifax .....	" .....	1878	Petite Rivière, N.S.....	57 0	18 7	7 3	45	G. Stevens, Musquodoboit, N.S.
97,089	Dictator.....	Lunenburg .....	" .....	1890	Lunenburg, N.S.....	76 0	23 6	9 4	87	Mark H. Bonnell, Montague, P.E.I.
80,988	Dido .....	Guysboro' .....	" .....	1883	Isaac's Harbour, N.S.....	64 8	21 0	7 8	59	Freeman McMillan, Isaac's Harbour, N.S.
90,834	Diego .....	Port Medway .....	" .....	1895	East Port Medway, N.S.	43 0	16 3	6 8	27	Harris Conrad, Cherry Hill, N.S.
46,483	Dielytris .....	Lunenburg .....	" .....	1865	Lunenburg, N.S.....	71 0	20 3	7 9	58	Alfred J. Cook, Montague, P.E.I.
103,864	Dione .....	Halifax .....	Sloop.....	1898	Dartmouth, N.S. ....	42 8	8 4	5 5	6	G. F. Pearson, Halifax, N.S.
66,679	Diploma.....	Yarmouth .....	Schr—Glt .....	1873	Pubnico, N.S.....	75 7	21 8	8 1	62	L. D'Eon, Yarmouth, N.S.
103,076	Dipper.....	Chatham, N.B.....	" .....	1893	Shippegan, N.B.....	37 5	12 2	5 0	12	W. S. Loggie Co., Ltd., Chatham, N.B.

## SESSIONAL PAPER No. 21b

96,826	Director	Victoria	"	1840	Lunenburg, N.S.	75 0	23 5	9 0	87	Victoria Sealing Co., Ltd., Victoria, B.C.
92,515	Dispute	St. Andrews	"	1879	St. George, N.B.	30 0	12 0	6 4	13	E. R. Patch, Campo Bello, N.B.
107,706	Dixie	Toronto	House-boat	1898	Penetanguishene, Ont.	50 0	22 0	3 0	97	David Davidson, Penetanguishene, Ont.
107,601	Dixon Rice	Weymouth	Bgtm—Bkgt.	1899	Weymouth Bridge, N.S.	110 4	27 9	10 4	196	Edward P. Rice, Weymouth, N.S.
100,583	Dollard	Montreal	Sloop	1892	Pierreville, Que.	101 2	23 1	6 3	89	Chas. Yergeau, St. Thomas de Pierre-ville, Que.
92,412	Dollie Dutton	Chatham, N.B.	Schr—Glt	1888	Tracadie, N.B.	35 0	12 9	5 2	13	John Jones, Shippegan, N.B.
107,057	Dollie Varden	Barrington	"	1877	Clare, N.S.	34 7	12 0	4 6	10	Freeman Atwood, Barrington, N.S.
83,027	Dolly Morden	Wallaceburg	"	1881	Dresden, Ont.	120 7	26 1	9 0	198	G. H. Morden, Oakville, Ont.
75,426	Dolphin	Annapolis	"	1878	Port Williams, N.S.	32 0	12 3	4 8	11	Joseph Mitchell, Hantsport, N.S.
75,439	Dolphin	"	"	1878	Granville, N.S.	35 3	12 3	5 2	11	Elias Woodworth, Granville, N.S.
80,030	Dolphin	St. John, N.B.	Wdgt—Bab	1890	Salmon Bay, N.B.	58 5	20 9	5 3	36	Clarence A. Cannon, Harvey, N.B.
38,418	Dolphin	Arichat	Schr—Glt	1861	Cheticamp, N.S.	59 1	17 4	7 0	36	A. H. Morrison, Guysboro', N.S.
103,533	Dolphin	Halifax	"	1895	Sheet Harbour, N.S.	44 7	14 0	6 0	21	J. T. Thomson, Halifax, N.S.
107,701	Dolphin	Toronto	House-boat	1896	Penetanguishene, Ont.	46 0	20 0	2 6	71	David Davidson, Penetanguishene, Ont.
107,797	Domain	St. John, N.B.	Schr—Glt	1899	Cambridge, N.B.	78 8	25 8	7 0	91	Everett S. Wilson, Waterborough, N.B.
85,736	Dominion	Lunenburg	"	1883	Lunenburg, N.S.	77 2	23 7	9 2	96	Andrew Gray, Louisburg, N.S.
107,700	Don	Toronto	House-boat	1892	Penetanguishene, Ont.	45 0	20 0	3 5	86	David Davidson, Penetanguishene, Ont.
85,344	Donzella	Lunenburg	Schr—Glt	1882	Vogler's Cove, N.S.	82 4	20 0	10 1	99	John Hutt, Port Medway, N.S.
112,155	Dora	Chatham, N.B.	"	1901	Miscou, N.B.	31 0	11 3	4 5	10	Seraphin Dorion, Miscou, N.B.
90,871	Dora	Parrsboro'	"	1886	Yarmouth, N.S.	73 0	20 8	7 9	63	Chas. G. Canning, Parrsboro', N.S.
103,948	Dora	Chatham, N.B.	"	1899	Carasquet, N.B.	37 3	12 9	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
100,917	Dora	"	"	1890	"	36 0	12 6	4 6	11	"
100,168	Dora Steward	Victoria	"	1891	Lunenburg, N.S.	81 1	24 4	9 3	94	Victoria Sealing Co., Ltd., Victoria, B.C.
74,280	Dorchester	Montreal	Barge—Chd	1876	Quebec, Que.	148 5	27 1	11 1	375	Montreal Transportation Co., Montreal, Que.
83,446	Doris	Victoria	Schr—Glt	1882	Victoria, B.C.	68 0	21 5	7 2	60	Victoria Sealing Co., Ltd., Victoria, B.C.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
100,713	Doris.....	Montreal	Sloop.....	1893	Pierreville, Que.	109 0	22 8	10 4	186	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
107,300	Doris M. Pickup...	Annapolis...	Schr—Glt	1901	Granville, N.S.	141 0	33 0	12 3	373	S. W. W. Pickup, Granville, N.S.
107,486	Dove.....	Lambert	"	1900	Shelburne, N.S.	86 0	22 8	8 6	95	Wm. C. Acker, Lunenburg, N.S.
94,721	Dove.....	Windsor, N.S.	"	1888	Cornwallis, N.S.	43 0	12 7	4 8	17	R. George, Parrsboro', N.S.
75,711	Dove.....	Yarmouth.	"	1877	Tusket Wedge, N.S.	43 7	15 1	5 1	20	Jos. Ossinger, Tiverton, N.S.
100,999	Dove.....	Chatham, N.B.	"	1891	Shippegan, N.B.	33 6	12 3	4 8	11	T. Abier, Shippegan, N.B.
92,597	Dread Not.....	Sydney.....	"	1888	Little Bras d'Or, N.S.	35 4	13 3	5 1	10	Andrew Walsh, Little Bras d'Or, N.S.
57,472	Dreadnaught.....	Annapolis.....	"	1870	Granville, N.S.	35 5	13 5	5 6	11	William Hamilton, Granville, N.S.
90,790	Dreadnaught.....	St. John, N.B.	"	1886	Johnston, N.B.	48 9	16 4	4 7	29	John Cole, Johnston, N.B.
74,326	Dreadnaught.....	"	"	1877	Richmond, N.S.	46 6	16 0	5 5	20	Wm. H. Church, Cornwallis, N.S.
74,357	Dreadnot.....	Halifax.....	"	1877	Brulé, N.S.	51 0	17 8	6 3	23	Reuben Smith, Cape Sable Island, N.S.
111,972	Dredge Frank .....	Saugeen .....	Dredge—Drague	1892	Bay City, Mich., U.S.A.	78 5	28 0	7 0	154	A. F. Bowman, Southampton, Ont.
107,193	Dredge Hackett ..	"	"	1897	Warton, Ont.	62 0	22 3	6 0	50	C. M. Bowman, et al., Southampton, Ont.
107,881	Dredge No. 4 .....	Montreal .....	"	1899	Lévis, Que.	90 0	36 1	9 3	436	Harbour Commissioners of Montreal, Montreal, Que.



## SESSIONAL PAPER No. 21b

107,533	Dredge No. 9. . . .	Owen Sound. . . .	"	Lockeport, N.Y., U.S.A. . . .	71 0	22 2	7 0	127 A. G. McKay, Owen Sound, Ont.
74,103	Drucella May. . . . .	Halifax. . . . .	Schr—Glt . . . . .	1877 Shoal Bay, N.S. . . . .	39 5	14 8	6 0	19 J. G. Morrison, Englishtown, N.S.
80,097	Druid . . . . .	St. John, N.B. . .	"	1882 Portland, N.B. . . . .	81 3	27 2	7 5	97 J. H. Driscoll, St. John, N.B.
84,131	Drumburton. . . . .	Victoria. . . . .	Ship. . . . .	1881 Port Glasgow, G.B. . . . .	266 6	40 2	23 8	1773 The Ship 'Drumburton' Co., Ltd., Victoria, B.C.
91,178	Drumcraig. . . . .	"	"	1885 Barrow-in-Furness, G.B. . . . .	280 4	41 1	23 5	1851 The Ship 'Dumeraig' Co., Ltd., Victoria, B.C.
86,233	Drummuir. . . . .	"	"	1882 Liverpool, G.B. . . . .	270 5	39 2	24 0	1798 The Ship 'Drummuir' Co., Ltd., Victoria, B.C.
107,625	Dryfe. . . . .	New Westminster. .	Barge—Chd . . . . .	1898 Vancouver, B.C. . . . .	50 0	14 6	4 0	23 Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
111,428	Duchess. . . . .	Halifax. . . . .	Schr—Glt . . . . .	1902 Indian Harbour, N.S. . . . .	38 5	11 7	6 0	12 A. A. Zwicker, Indian Harbour, N.S.
90,812	Dude. . . . .	Port Hope. . . . .	"	1880 Sodaus Point, N.Y., U.S.A. . . . .	28 0	9 0	3 0	3 A. Campbell, Lakeport, Ont.
107,443	Duff. . . . .	Vancouver. . . . .	Scow—Chd . . . . .	1898 Vancouver, B.C. . . . .	98 6	23 0	5 8	101 British America Corporation, Ltd., Rossland, B.C.
	Duluth. . . . .	Montreal. . . . .	Barge—Chd . . . . .	1873 Quebec, Que. . . . .	139 0	26 0	10 0	337 Montreal Transportation Co., Montreal, Que.
	Dundee. . . . .	"	Bk—Bq . . . . .	1870 St. Catharines, Ont. . . . .	125 2	23 6	10 0	262 Hugh Kelly, Toronto, Ont.
103,250	Dunmore. . . . .	"	Schr—Glt . . . . .	1895 Kingston, Ont. . . . .	182 5	34 9	11 9	590 Montreal Transportation Co., Montreal, Que.
103,384	Dunrobin. . . . .	Winnipeg. . . . .	Barge—Chd . . . . .	1895 Keewatin, Ont. . . . .	47 6	13 2	5 4	20 Dominion Fish Co., Ltd., Winnipeg, Man.
75,624	Dwina. . . . .	Shelburne. . . . .	Schr—Glt . . . . .	1878 Port le Bear, N.S. . . . .	67 0	21 0	7 0	52 Jas. D. Irving, Ectouche, N.B.
107,455	E. C. E. 1. . . . .	Vancouver. . . . .	Scow—Chd . . . . .	1893 Vancouver, B.C. . . . .	76 0	27 2	6 5	116 George Coleman, Vancouver, B.C.
111,826	E. C. No. 1. . . . .	"	"	1899 " . . . . .	79 3	30 0	7 0	143 Edward Cook, Vancouver, B.C.
111,814	E. C. No. 2. . . . .	"	"	1901 " . . . . .	70 0	22 5	6 1	85 " " "
111,821	E. C. No. 3. . . . .	"	"	1886 " . . . . .	79 3	27 0	6 0	114 " " "
112,240	E. C. No. V. . . . .	"	"	1901 " . . . . .	75 0	25 0	6 6	105 " " "
100,762	E. A. Fulton. . . . .	Toronto. . . . .	Schr—Glt . . . . .	1863 Toledo, Ohio, U.S.A. . . . .	137 0	25 0	10 3	288 Frank Jackson and J. R. Philip, J. O., Toronto, Ont.
103,265	E. A. Lombard. . . . .	St. John, N.B. . . .	"	1864 Essex, Mass., U.S.A. . . . .	76 6	21 5	7 3	63 Hannah J. Sprague, Harvey, N.B.
90,479	E. A. O'Brien. . . . .	Maitland. . . . .	Bk—Bq . . . . .	1891 Noel, N.S. . . . .	185 0	37 4	21 3	1037 Osmond O'Brien, Noel, N.S.

## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Grément.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
90,883	E. A. Sabean.	Port Medway.	Schr—Glt	1901	Liverpool, N.S.	121 8	30 2	11 1	258	Amos Sabean, Port Medway, N.S.
88,253	E. B. Colwell.	St. John, N.B.	"	1883	Carleton, N.B.	44 6	14 3	5 9	19	Jos. S. Gilbraith, Pisarino, N.B.
94,810	E. B. Marvin.	Victoria	"	1884	Kennebunk, Me., U.S.A.	92 2	24 4	8 8	96	J. G. Cox, M.O., Victoria, B.C.
107,254	E. C. Ward.	New Westminster.	"	1896	Fairhaven, Wash., U.S.A.	27 5	10 6	4 1	10	Wm. Cruickshank, New Westminster, B.C.
77,604	E. D. Myra.	Halifax	"	1878	La Have, N.S.	60 0	19 8	7 5	43	John E. Beaver, Pleasant Harbour, N.S.
61,132	E. G. Benedict.	Montreal	"	1869	Mill Point, Ont.	104 5	26 2	8 3	155	Thomas Lucas, Windsor, Ont.
475,797	E. H. Bronson.	Ottawa.	Barge—Chd	1878	Hull, Que	109 3	22 4	7 2	158	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
85,510	E. H. Foster.	St. John, N.B.	"	1883	St. Martin's, N.B.	86 0	27 6	7 7	124	Rainsford W. Williams, St. John, N.B.
77,694	E. H. Rutherford.	Hamilton	"	1881	Port Dalhousie, Ont.	133 6	22 2	10 7	286	James Savage, jr., Wellington, Ont.
100,129	E. J. McVea.	Wallaceburg.	Schr—Glt	1873	Allegany, Mich., U.S.A.	140 4	25 7	10 2	278	W. W. Stover, Sombra, Ont.
80,369	E. J. Spicer.	Parrsboro'	Ship—3 m.	1880	Parrsboro', N.S.	203 5	39 7	23 8	1208	George W. Cochran, Windsor, N.S.
59,373	E. M. Oliver.	St. Andrews.	Schr—Glt	1876	Back Bay, N.B.	37 2	14 0	6 1	14	Mrs. Annie Harkins, Dipper Harbour, N.B.
71,267	E. R. C. Proctor.	Cobourg	"	1878	Brighton, Ont.	109 4	25 5	9 2	163	J. E. Proctor, Brighton, Ont.
73,083	E. Bonaventure.	Montreal	Sloop	1874	Lanoraie, Que	99 9	22 9	6 9	111	Oliver Paul, Sorel, Que.

## SESSIONAL PAPER No. 21b

71,411	E. Brown	Halifax	Schr—Glt	1882	Thomaston, Me., U.S.A.	51	2	15	2	5	7	24	Robert Dooks, West Dover, N.S.
103,550	E. Maurice	"	"	1896	Ship Harbour, N.S.	61	5	18	2	6	7	46	Wm. Maurice, Bay St. George, Nfld.
103,739	E. Mayfield	Parrsboro'	"	1898	Parrsboro', N.S.	70	7	22	2	7	3	75	B. E. Merrian, Parrsboro', N.S.
80,305	E. Marriam	"	"	1882	"	132	1	31	3	12	9	331	Freeman Hatfield, Fox River, N.S.
72,690	Eagle	Victoria	Sloop	1860	Dungeness, Wash., U.S.A.	32	0	11	0	2	5	9	J. Wilson, Victoria, B.C.
	Eagle	Montreal	Barge—Chd	1872	Quebec, Que	136	5	26	0	9	8	316	Montreal Transportation Co., Montreal, Que
97,192	Eagle	Chatham, N.B.	Schr—Glt	1891	Tracadie, N.B.	48	6	17	1	5	8	29	Wm. Ferguson, Tracadie, N.B.
100,998	Eagle	"	"	1892	Shippegan, N.B.	33	0	12	2	4	4	10	T. Abier, Shippegan, N.B.
83,113	Eaglet	Halifax	Sloop	1880	Lunenburg, N.S.	24	4	9	7	3	5	3	Lt. Douglas G. Prinsep, R.A., Halifax, N.S.
107,294	Earl D	Annapolis	Schr—Glt	1900	Port George, N.S.	74	0	21	8	7	7	61	Elias Woodworth, Port George, N.S.
111,730	Earle V. S.	Lunenburg	"	1902	Mahone Bay, N.S.	93	2	25	0	9	6	106	Howard Wynacht, Lunenburg, N.S.
103,013	Earl of Aberdeen	Parrsboro'	"	1894	Parrsboro', N.S.	154	7	35	2	12	6	416	D. S. Howard, Parrsboro', N.S.
64,711	Early Dawn	Arichat	"	1872	Port Hawkesbury, N.S.	45	3	15	7	5	8	26	Geo. H. Bissett, River Bourgeoise, N.S.
80,885	Earnest Fisher	St. John, N.B.	"	1881	St. Patrick, N.B.	50	8	19	4	5	0	31	Fred. Gough, St. Martin's, N.B.
74,091	Eastern Clipper	Halifax	"	1861	Georgetown, P.E.I.	58	5	18	4	6	3	35	M. S. Magrath, East Dover, N.S.
107,609	Eastern Light	Weymouth	"	1902	Weymouth, N.S.	49	0	17	0	6	0	40	Edgar S. Cheney, White Head, N.B.
37,445	Echo	Liverpool	"	1886	Shelburne, N.S.	48	0	12	9	7	3	33	David Condon and John De Molitor, Halifax, N.S.
103,479	Echo	Victoria	"	1891	Fairhaven, Wash., U.S.A.	47	8	13	7	5	7	24	Miss Mary L. Jones, Victoria, B.C.
	Echo	Toronto	"	1869	Toronto, Ont	69	0	14	4	5	7	50	D. C. Smith, Belleville, Ont.
75,813	Eclipse	Halifax	"	1877	Port Piswick, N.S.	55	0	19	8	8	0	52	Constant Garnier, Bay St. George, Nfld.
83,261	Economist	Digby	"	1883	Granville, N.S.	36	5	14	3	5	6	14	Jessie Parker, Paul's Harbour, N.S.
42,726	Ecosseuse	Quebec	"	1860	Malbaite, Que.	46	4	15	8	6	0	23	Bernadin Caron, Malbaite, Que.
103,053	Eddie C.	Yarmouth	"	1892	Argyle, N.S.	32	0	10	5	5	0	11	Leander Amiro, Pubnico, N.S.
103,066	Eddie J	"	"	1895	Pubnico, N.S.	49	8	17	0	6	5	23	A. M. D'Entremont, Pubnico, N.S.
61,611	Edith	Guysboro'	"	1874	Guysboro', N.S.	63	1	19	4	7	4	49	A. E. Laeroix, St. Pierre, Miquelon.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.		
64,889	Edith .....	Halifax .....	Bk—Bq .....	1872	Maitland, N.S. ....	131 2	29 4	18 2	449	George Douglas, Maitland, N.S.
96,976	Edith .....	" .....	Schr—Glt .....	1892	Sable River, N.S. ....	54 0	17 5	7 4	40	David Mills, Chester, N.S.
96,865	Edith .....	Prescott .....	Barge—Chd .....	1897	Toronto, Ont. ....	130 0	27 0	11 0	353	The St. Lawrence Terminal Co., Ltd., Quebec, Que.
100,339	Edith .....	Maitland .....	Schr—Glt .....	1894	Maitland, N.S. ....	69 7	18 5	5 7	45	R. H. Putnam, Onslow, N.S.
85,683	Edith L. ....	Digby .....	" .....	1883	Westport, N.S. ....	46 6	12 8	5 2	16	R. W. Ford, Westport, N.S.
112,280	Edith L. ....	" .....	" .....	1902	Port Maitland, N.S. ....	46 6	13 0	6 0	26	Jas. A. Adams, Port Maitland, N.S.
103,000	Edith M. ....	Yarmouth .....	" .....	1895	Argyle, N.S. ....	48 0	15 5	5 3	20	W. Kenney, Argyle, N.S.
92,505	Edith R. ....	St. Andrews .....	" .....	1885	West Isles, N.B. ....	58 1	17 2	8 9	47	T. Richardson, West Isles, N.B.
90,684	Edith Sheraton .....	Shelburne .....	Bk—Bq .....	1887	Shelburne, N.S. ....	122 0	29 0	11 0	314	G. B. Lockhart, New York, U.S.A.
61,696	Edmund Russell .....	Arichat .....	Schr—Glt .....	1871	Isaac's Harbour, N.S. ....	47 0	15 6	6 0	27	William F. Harris, Cheticamp, N.S.
96,864	Edna .....	Prescott .....	Barge—Chd .....	1897	Montreal, Que. ....	129 4	28 0	11 2	369	The St. Lawrence Terminal Co., Ltd., Quebec, Que.
107,075	Edna .....	St. John, N.B. ....	Sloop .....	1898	St. John, N.B. ....	24 8	7 0	2 3	3	W. H. McIntyre, St. John, N.B.
107,919	Edna Belle .....	St. Andrews .....	" .....	1900	West Isles, N.B. ....	35 0	12 7	5 2	14	Walter Cheney, Grand Manan, N.B.
107,897	Eduard Dina .....	Montreal .....	" .....	1899	Notre Dame de Pierre- ville, Que.	77 8	19 2	5 4	50	Noé Gervais, St. Michel d'Yamaska, Que.

## SESSIONAL PAPER No. 21b

103,449 Edward .....	Ottawa .....	Barge—Chd .....	1889 Buckingham, Que. ....	67 8	15 7	5 0	30 Geo. Bothwell, Buckingham, Que.
73,912 Edward Blake ..	Kingston .....	Schr—Glt .....	1872 Port Burwell, Ont .....	138 6	25 8	12 2	312 Thos. Mills, Kingston, Ont.
107,954 Edward Grover ..	Lunenburg .....	" .....	1874 Essex, Mass., U.S.A. ....	79 6	21 6	7 8	69 James W. Cruikshank, Port Hawkesbury, N.S.
103,114 Edward Morse ..	St. Andrews .....	" .....	1888 Friendship, Me., U.S.A. ....	56 0	17 6	6 3	32 A. Calder, jr., Campo Bello, N.B.
107,962 Edward Roy .....	Lunenburg .....	" .....	1900 La Have, N.S. ....	82 5	22 5	9 0	75 Sprott Balcom, Victoria, B.C.
74,101 Edward S. Falt .....	Halifax .....	" .....	1877 Petite Rivière, N.S. ....	68 5	20 6	8 2	68 J. C. Seeley, Boone Bay, Nfld.
103,106 Edwidge .....	Montreal .....	Sloop .....	1894 Yanaska, Que. ....	107 2	23 0	9 6	173 Ensebe Mondon, St. François du Lac, Que.
97,080 Edwin A. Grozier ..	Charlottetown .....	Schr—Glt .....	1862 Essex, Mass., U.S.A. ....	69 0	19 8	7 4	57 Neil McDougall, Charlottetown, P.E.I.
97,028 Edwina .....	Barrington .....	" .....	1889 Shag Harbour, N.S. ....	34 0	11 9	5 3	11 Moses Penney, Cape Island, N.S.
111,715 Edyth .....	Lunenburg .....	" .....	1901 Matone Bay, N.S. ....	120 4	27 2	11 2	198 Abraham Ernst, Mahone Bay, N.S.
103,789 Effie B. Nickerson ..	Shelburne .....	Sloop .....	1898 Shelburne, N.S. ....	44 0	17 0	7 3	22 A. Nickerson, Wood's Harbour, N.S.
111,425 Effie Howard ..	Halifax ..	Schr—Glt .....	1902 Sheet Harbour, N.S. ....	45 9	13 6	6 2	23 John Verge, Sober Island, Halifax, N.S.
80,721 Effie Maud .....	Quebec .....	" .....	1879 Métis, Que .....	68 1	20 9	7 5	66 Wm. Price, Quebec, Que.
100,875 Effie Maud .....	St. John, N.B. ....	Wdgt—Bdb .....	1893 Newcastle, N.B. ....	62 1	22 0	5 9	62 J. M. Chapman, Canning, N.B.
107,745 Effie May .....	" .....	Schr—Glt .....	1899 Cumberland Bay, N.B. ....	69 9	24 5	6 5	67 Thomas H. Branscombe, Waterborough, N.B.
75,421 Effie Young .....	Annapolis .....	" .....	1877 Granville, N.S. ....	83 4	24 0	8 5	119 A. Elliott, Port George, N.S.
92,649 Effort .....	Wallaceburg .....	Barge—Chd .....	1889 Wallaceburg, Ont. ....	72 8	20 8	4 5	51 Mrs. Marion Ribble, Dresden, Ont.
107,249 Effort .....	Annapolis .....	Schr—Glt .....	1901 Granville, N.S. ....	73 0	22 7	8 0	63 W. A. Piggott, Granville, N.S.
80,008 Egeria .....	St. John, N.B. ....	Bk—Bq .....	1879 Harvey, N.B. ....	173 1	35 9	19 5	897 E. E. Hutchins, New York, U.S.A.
..... Fight (8) .....	Montreal .....	Barge—Chd .....	1871 Pierreville, Que .....	93 3	19 0	4 0	99 N. Vigneau, Montreal, Que.
77,693 Eldon C .....	Barrington .....	Schr—Glt .....	1878 La Have, N.S. ....	50 0	17 0	6 5	27 Josiah Thomas, Port Clyde, N.S.
53,811 Electric Flash .....	Halifax .....	" .....	1869 Vogler's Cove, N.S. ....	67 0	21 0	7 6	53 Dominique Fongère, D'Esconsse, N.S.
80,790 Electric Light .....	Digby .....	" .....	1881 Freeport, N.S. ....	52 4	18 3	6 8	34 Howard Anderson, et al., Digby, N.S.
112,049 Electro .....	Lunenburg .....	" .....	1902 La Have, N.S. ....	80 0	23 2	9 2	88 Edmund B. Walters, La Have, N.S.
107,150 Electron .....	Vancouver .....	Scow—Chd .....	1880 Victoria, B.C. ....	72 8	20 2	6 0	64 Canadian Pacific Railway Co., Montreal, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
111,748	Elena	Lunenburg	Schr—Glt	1902	La Have, N.S.	74 3	22 2	8 7	73	A. V. Conrad, La Have, N.S.	
83,385	Elerie	Halifax.	"	1882	Clam Harbour, N.S.	44 8	17 0	7 0	20	Lewis A. Murray, Port Richmond, N.S.	
88,408	Elihu Burritt.	Parrsboro'	"	1858	Gloucester, Mass., U.S.A	63 6	18 6	7 0	50	J. W. Spicer, Spencer's Island, N.S.	
73,012	Elisa	Quebec	Barge—Chd	1875	St. Jean des Chaillons, Que.	82 7	21 5	6 4	81	Gédéon Gover, Montreal, Que.	
103,100	Elise	Montreal	Sloop	1894	St. Thomas, Que.	130 2	29 3	11 4	321	J. Abbotts, Montreal, Que.	
92,465	Elisha Crowell	Halifax.	Schr—Glt	1869	Essex, Mass., U.S.A.	72 5	20 9	7 7	69	S. R. Giffin, Isaac's Harbour, N.S.	
71,616	Eliza.	Montreal	Sloop.	1873	Yamaska, Que.	107 0	22 6	7 2	117	Pacific Plante, Sorel, Que.	
61,141	Eliza.	Victoria.	Schr—Glt	1872	Saanich, B.C.	79 8	25 1	4 8	48	Jos. A. Sayward, Victoria, B.C.	
103,500	Eliza.	Chatham, N.B.	"	1896	Caracquet, N.B.	38 0	13 1	4 8	13	C. Robin, Collas & Co., Ltd., Jersey.	
100,293	Eliza.	"	"	1891	Shippegan, N.B.	37 6	13 6	5 0	15	R. Young, Caracquet, N.B.	
71,138	Eliza Allan	Port Dover	"	1875	Port Dover, Ont.	84 6	21 1	7 7	110	Ed. Harris, Port Dover, Ont.	
59,301	Eliza Ann.	St. Andrews.	"	1877	Grand Manan, N.B.	31 2	12 0	5 0	12	John Wills, Grand Manan, N.B.	
103,536	Eliza C.	Halifax.	"	1896	Chezetcook, N.S.	45 4	14 6	5 3	17	J. Conrad, Chezetcook, N.S.	
	Eliza Fisher	Port Hope.	"	1897	Portsmouth, U.S.A.	94 2	24 4	9 3	137	R. C. Smith, Port Hope, Ont.	



## SESSIONAL PAPER No. 21b

92,464	Eliza M.	Chatham, N.B.	"	1888	New London, P.E.I.	43 5	14 2	5 3	18	Jos. L. Shea, Lot No. 1, P.E.I.
100,706	Eliza Mac	Pictou, N.S.	"	1900	Pictou, N.S.	70 3	24 0	8 4	85	Allan McDonald, Pictou, N.S.
	Eliza Quinlan.	Port Hope.	"	1870	Port Hope, Ont.	97 3	18 8	9 0	131	A. Campbell, Lakeport, Ont.
77,822	Eliza Smith.	Arichat.	"	1878	Chezetcook, N.S.	53 0	18 4	7 6	44	M. LeBlanc, Margaree, N.S.
90,557	Eliza White	Kingston	"	{ 1897 } { 1897 }	{ Port Burwell, Ont. {	93 0	23 3	8 3	105	P. McManus, Pictou, Ont.
111,522	Elizabeth.	Digby	Sloop.	1900	Comeauville, N.S.	36 5	14 0	7 0	21	E. C. Comeau, <i>et al.</i> , Comeauville, N.S.
77,843	Elizabeth	Halifax.	Schr—Glt	1879	Beaver Cove, N.S.	52 3	18 1	6 7	30	F. W. Bullock, Halifax, N.S.
51,791	Elizabeth	Liverpool	"	1866	Port Mouton, N.S.	40 0	14 8	6 5	20	John Campbell, Liverpool, N.S.
59,909	Elizabeth	Quebec	"	1869	Malbaie, Que.	50 0	15 0	5 7	27	J. Caron, Macnider, Que.
103,325	Elizabeth Ann	Port Hawkesbury	"	1899	Cheticamp, N.S.	34 6	11 3	5 5	11	David Bourgeois, Cheticamp, N.S.
96,768	Elizabeth Ann	"	"	1891	"	32 2	11 2	4 9	11	C. Robin, Collas & Co., Ltd., Jersey.
61,148	Elizabeth Ann	Montreal	"	1869	Mill Point, Ont.	44 0	10 5	5 4	18	J. Adamson, Toronto, Ont.
71,390	Elizabeth Ann	Parrsboro'	"	1877	Parrsboro', N.S.	28 3	11 3	4 0	6	C. R. Church, Fort Lawrence, N.S.
88,503	Elizabeth Nash	Sydney	"	1884	George's River, N.S.	50 0	18 8	7 2	36	J. H. Christie, Little Bras d'Or, N.S.
97,002	Elizabeth Staats	St. Catharines	Scow—Chd	1878	Lockeport, N.Y., U.S.A.	95 0	17 9	8 2	124	Chas. S. Carter, Port Colborne, Ont.
	Elk	Hamilton	Schr—Glt	1856	Port Robinson, Ont.	102 0	21 2	10 0	180	E. H. Butters, New York, U.S.A.
83,308	Ella	Liverpool	"	1879	Brooklyn, N.S.	33 5	10 6	4 5	10	J. C. Hanson, Mahone Bay, N.S.
85,961	Ella.	St. John, N.B.	"	1878	Portland, N.B.	32 4	13 8	5 0	13	Alex. W. Baird, St. John, N.B.
75,824	Ella B.	Halifax	"	1878	Sheet Harbour, N.S.	62 8	20 5	8 1	62	P. Murphy, Sheet Harbour, N.S.
83,069	Ella Clarissa Eddy	Ottawa	Barge—Chd	1881	Hull, Que.	111 4	22 2	7 0	141	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
90,481	Ella D.	Halifax	Schr—Glt	1884	Pleasantville, N.S.	49 6	17 6	6 8	32	J. L. Oxner, Chester Basin, N.S.
80,797	Ella H	Digby	"	1878	Beaver River, N.S.	38 2	12 6	4 8	13	Milton Haines, <i>et al.</i> , Freeport, N.S.
80,882	Ella Mabel	St. Andrews	"	1880	St. George, N.B.	34 6	12 4	7 0	14	Alec Calder, jr., Campo Bello, N.B.
90,712	Ella May	Halifax	"	1885	Chester, N.S.	40 2	14 7	6 3	19	Chas. Cook, Isaac's Harbour, N.S.
80,832	Ella May	Lunenburg	"	1880	West Dublin, N.S.	37 0	12 1	5 4	16	Chas. Tufts, Dartmouth, N.S.

## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Dimensions.					
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
103,328	Ella May .....	Port Hawkesbury ...	Schr—Glt .....	1900	Steep Creek, N.S. ....	54 0	14 8	7 5	34	J. P. Carr, Steep Creek, N.S.	
57,191	Ella Moore.....	Windsor, N.S. ....	Bk—Bq .....	1869	Cornwallis, N.S. ....	136 0	30 1	14 6	391	G. E. Franklyn, Halifax, N.S.	
71,067	Ella Merton.....	Kingston. ....	Schr—Glt .....	1875	Mill Point, Ont. ....	118 3	26 2	10 1	229	E. A. LeBel, Samia, Ont.	
64,044	Ella P. ....	Digby. ....	" .....	1874	Freeport, N.S. ....	47 0	17 4	5 5	23	John Denton, Freeport, N.S.	
107,312	Ella S. ....	Halifax.....	" .....	1893	Spry Bay, N.S. ....	31 2	9 8	5 4	10	James Clawson, Pope's Harbour, N.S.	
92,520	Ella & Jennie. ....	St. Andrews. ....	" .....	1888	Shelburne, N.S. ....	79 0	23 8	8 1	78	Irvin Ingalls, Grand Manan, N.B.	
88,594	Ellen A. Read .....	Yarmouth .....	Ship—3 m.....	1884	Fusket, N.S. ....	230 5	41 6	24 0	1750	Robert Moore, London, Eng.	
107,127	Ellen L. Maxner...	Lunenburg .....	Schr—Glt .....	1899	Lunenburg, N.S. ....	87 5	23 5	9 3	93	Henry W. Adams, Lunenburg, N.S.	
90,726	Ellen Maud.....	Halifax.....	" .....	1887	Malbone Bay, N.S. ....	40 4	13 9	6 0	16	W. H. Whiston, Halifax, N.S.	
69,173	Ellen May .....	Pictou, N.S. ....	" .....	1873	Lunenburg, N.S. ....	68 0	20 6	8 5	60	D. Arthur Foster, Pictou Landing, N.S.	
107,343	Ellen R. ....	Yarmouth .....	" .....	1901	Pubnico, N.S. ....	44 2	15 5	5 4	20	John D. Forbes, Wood's Harbour, N.S.	
75,443	Ellie .....	Gaspé .....	" .....	1874	St. Augustin, Que. ....	38 6	13 0	5 6	16	H. Carboneau, Natashquan, Que.	
74,074	Ellie .....	Halifax .....	" .....	1876	West Dublin, N.S. ....	84 0	24 0	9 7	96	The Port Hood Coal Co. Ltd., Halifax, N.S.	
107,637	Ellwood .....	New Westminster...	" .....	1898	Seattle, Wash., U.S.A. ....	28 0	8 0	3 0	5	Thos. H. Worsnop, Atlin, B.C.	

## SESSIONAL PAPER No. 21b

Elm.	Kingston	Barge—Chd	1873 Kingston, Ont.	150 0	23 6	6 3	146 Alex. Gunn, Kingston, Ont.
100,012 Elma	Annapolis	Schr—Glt	1892 Margaretsville, N.S.	130 1	31 0	11 4	299 F. C. Lockhart, Brooklyn, N.Y., U.S.A.
77,740 Elmer	Digby	"	1879 Beaver River, N.S.	41 4	14 0	5 4	15 Edward Keans, Granville, N.S.
96,737 Elmira	Chatham, N.B.	"	1890 Shippegan, N.B.	36 0	12 4	4 4	11 Jacques, Noël, Shippegan, N.B.
85,465 Elmire	Quebec	"	1883 Anse St. Jean, Que.	57 6	20 0	7 8	49 Louis Lessard, Quebec, Que.
83,205 Elsie	Windsor, N.S.	"	1881 Parrsboro', N.S.	34 9	13 4	4 9	10 Andrew Miller, St. John, N.B.
100,189 Elsie	Montreal	Sloop	1889 Boston, Mass., U.S.A.	20 4	6 8	1 9	1 Robt. C. Nelles, Montreal, Que.
111,633 Elsie F.	Lunenburg	Schr—Glt	1900 Chester Basin, N.S.	66 2	20 6	8 4	63 James Freda, Chester, N.S.
92,360 Eltie	St. John, N.B.	"	1887 Moss Glen, N.B.	92 9	26 6	7 6	11 Jas. W. Smith, St. John, N.B.
103,785 Elva	Shelburne	"	1897 Shelburne, N.S.	98 0	24 0	9 0	119 Ed. A. Dunphy, Shelburne, N.S.
107,291 Elva J. Hayden	Annapolis	"	1899 Lower Granville, N.S.	73 3	21 0	7 6	65 John W. Pearl, Lunenburg, N.S.
103,424 Elva M.	Lunenburg	"	1895 Mahone Bay, N.S.	79 6	23 3	9 3	92 C. U. Mader, Mahone Bay, N.S.
112,262 Elzear	Montreal	Sloop	1902 Yamaska, Que.	86 0	22 0	5 8	82 Leonie Lambert, St. Michel d'Yamaska, Que.
75,432 Enaroy	Ottawa	Barge—Chd	1879 Temiscanangué, Que.	86 0	14 7	6 6	79 Nelson Flowers, Ottawa, Ont.
107,718 Emblem	Vancouver	Scow—Chd	1896 Ladner, B.C.	41 5	12 0	2 7	10 Pacific Coast Packing Co., Ltd., Vancouver, B.C.
80,729 Emelia	Quebec	Schr—Glt	1880 St. Irénée, Que.	44 5	16 5	5 9	25 David Toussaint, St. Jean Port Joli, Que.
53,819 Emelia	"	"	1864 Lothinière, Que.	63 8	20 0	6 5	47 Eugene Singelet, Les Escoumains, Que.
71,068 Emerald	Collingwood	Barge—Chd	1875 St. Catharines, Ont.	137 0	26 3	9 0	463 G. J. Cook, Toronto, Ont.
85,417 Emerald	St. Catharines	Bk—Bq	1872 Port Colborne, Ont.	139 0	25 6	11 5	322 F. McMaster, Deseronto, Ont.
71,412 Emerald	Charlottetown	Schr—Glt	1874 Murray River, P.E.I.	46 1	14 8	6 4	25 Jas. Bourke, Georgetown, P.E.I.
92,454 Emerald	"	"	1886 Charlottetown, P.E.I.	34 1	13 1	4 0	9 Albert P. Prowse, Murray Harbour, P.E.I.
107,372 Emerald	Sydney	"	1899 Aspy Bay, N.S.	44 5	13 7	5 3	15 John McDonald, North Sydney, N.S.
103,749 Emerald	Digby	"	1896 La Have, N.S.	52 9	17 3	6 5	29 B. W. Cousins, <i>et al.</i> , Digby, N.S.
66,028 Emerillon	Quebec	"	1870 Baie St. Paul, Que.	37 0	12 0	5 8	14 Auguste Michaud, Isle Verte, Que.
103,246 Emerillon	Montreal	Sloop	1894 St. Thomas, Que.	90 1	21 4	5 2	84 A. Gervais, St. Michel d'Yamaska, Que.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10lbs Pds.	Ft. 10lbs Pds.	Ft. 10lbs Pds.		
88,293	Emery .....	Quebec .....	Barge—Chd .....	1884	St. Ours, Que. ....	99 5	21 8	6 5	97	F. Paul, St. Pierre de Sorel, Que.
80,578	Emery Bailey .....	Windsor, Ont. ....	Schr—Glt .....	1888	Toledo, Ohio, U.S.A. ...	70 0	17 9	4 2	47	R. Smith, Oakville, Ont.
100,801	Emigrant .....	Victoria .....	Scow—Chd .....	1890	Port Discovery, Wash., U.S.A. ....	82 0	24 8	5 0	78	Wm. J. Macaulay, Victoria, B.C.
107,236	Emile .....	Quebec .....	Schr—Glt .....	1897	St. Thomas, Que. ....	65 6	22 1	6 6	55	E. Boulanger, St. Thomas, Que.
103,150	Emile Vezina .....	" .....	Sloop .....	1894	Ile aux Grues, Que. ...	53 2	19 6	4 4	31	Emilien Vezina, Ile aux Grues, Que.
64,714	Emilie E. ....	Shelburne .....	Schr—Glt .....	1873	Port Hawkesbury, N.S. ...	49 5	15 7	6 5	29	Chas. P. Thomas, Sandy Cove, N.S.
34,844	Emily .....	Windsor, Ont. ....	Scow—Chd .....	1890	Belle River, Ont. ....	62 4	15 1	3 0	29	E. Parent, Belle River, Ont.
111,680	Emily .....	Parrsboro' .....	Schr—Glt .....	1902	Spencers Island, N.S. ....	64 6	23 1	6 5	59	J. Spicer, Spencers Island, N.S.
103,492	Emily L. ....	Lunenburg .....	" .....	1895	Mahone Bay, N.S. ....	35 8	11 2	4 5	10	John F. Ryan, Halifax, N.S.
77,636	Emily May .....	Kingston .....	Sloop .....	1879	Dog Lake, Ont. ....	70 2	16 6	4 1	31	J. Laffner, Kingston, Ont.
54,133	Emma .....	Halifax .....	Schr—Glt .....	1867	Chester, N.S. ....	47 1	16 2	6 8	25	Levi Oxner, Chester Basin, N.S.
85,776	Emma .....	Montreal .....	Sloop .....	1883	Lachine, Que. ....	96 0	19 0	6 4	99	P. St. Denis, Lachine, Que.
83,082	Emma .....	Pictou, N.S. ....	Schr—Glt .....	1880	Margaree, N.S. ....	42 0	15 0	6 5	24	H. Hayden, River John, N.S.
92,585	Emma .....	Gaspé .....	" .....	1890	Sydenham, Gaspé, Que. ...	39 5	13 1	5 5	19	Thos. Kennedy, Doughtstown, Que.

## SESSIONAL PAPER No. 21b

..... Emma.....	Montreal.....	Barge—Chd.....	1864 Yamaska, Que.....	87 8	22 3	5 6	81 Moise Lamirande, St. Thomas, Que.
92,516 Emma.....	St. Andrews.....	Schr—Glt.....	1873 Essex, Mass., U.S.A.....	47 0	13 3	5 0	22 Walter Calder, Campo Bello, N.B.
96,723 Emma.....	Chatham, N.B.....	".....	1889 Shippegan, N.B.....	36 5	13 0	5 0	15 Sebastian Noel Shippegan, N.B.
103,988 Emma.....	Quebec.....	".....	1897 Berthier, Que.....	36 0	12 4	5 0	13 Jos. Bilodeau, Berthier, Que.
111,493 Emma.....	".....	".....	1900 Mille Vaches, Que.....	62 2	20 4	6 6	53 Charles Belanger, Les Escoumains, Que
103,542 Emma Brow.....	Halifax.....	".....	1896 Harbours au Bouche, N.S.....	43 0	13 4	6 4	17 F. Fougere, Harbours au Bouche, N.S.
79,913 Emma C.....	Annapolis.....	".....	1883 Dorchester, N.B.....	76 7	25 1	8 3	100 Isaac Hutchinson, Brighton, N.S.
107,604 Emma D.....	Weymouth.....	".....	1900 Mavillette, N.S.....	42 0	13 3	6 0	20 Theophile Doucette, Mavillette, N.S.
57,476 Emma E. Potter.....	Annapolis.....	".....	1870 Clements, N.S.....	93 6	24 5	8 0	98 Samuel Potter, Clements, N.S.
85,738 Emma F.....	Lunenburg.....	".....	1881 Port Medway, N.S.....	35 3	11 8	5 6	13 Mrs. Eliza Cook, Halifax, N.S.
71,327 Emma Gidney.....	Halifax.....	".....	1876 Mink Cove, N.S.....	61 0	18 5	7 5	48 J.P. Savage, Amherst, Magdalen Islands, Que.
61,544 Emma Jane.....	".....	".....	1886 Jordan River, N.S.....	42 3	14 9	5 8	21 W. C. Boak, Halifax, N.S.
83,083 Emma Proctor.....	Port Hawkesbury.....	".....	1881 Port Hawkesbury, N.S.....	58 0	20 0	7 8	41 Alex. F. Cameron, Sherbrooke, N.S.
85,439 Emma R. Smith.....	Windsor, N.S.....	".....	1883 Horton, N.S.....	131 0	30 0	15 8	386 E. E. Hutchins, Brooklyn, N.Y., U.S.A.
59,382 Emma T. Storey.....	St. Andrews.....	".....	1865 Bristol, Me., U.S.A.....	48 3	18 8	6 4	40 John G. Fraser, M.O., Grand Manan, N.B.
74,211 Empereur du Fleuve.....	Montreal.....	Sloop.....	1872 St. Francois, Que.....	96 5	22 6	6 1	95 L. Turcotte, St. Michel d'Yamaska, Que.
85,333 Empenor.....	Lunenburg.....	Schr—Glt.....	1882 Mahone Bay, N.S.....	61 3	20 9	7 7	51 A. W. Bragg, Channel, Nfld.
100,911 Empenor.....	Chatham, N.B.....	".....	1892 Caraquet, N.B.....	36 3	12 7	4 4	10 T. Abier, Shippegan, N.B.
75,904 Empress.....	Charlottetown.....	".....	1878 Escuminac, N.B.....	50 5	16 4	6 9	26 Wellington Hume, Pleasant Valley, Iris P.O., P.E.I.
107,761 Empress.....	".....	".....	1901 Montague, P.E.I.....	118 0	30 8	12 6	335 George Wightman, Montague, P.E.I.
72,576 Empress.....	Kingston.....	Sloop.....	1876 Seely's Bay, Ont.....	84 0	19 3	5 3	62 James Doherty, Belleville, Ont.
75,569 Empress.....	Aricat.....	Schr—Glt.....	1877 LaHave, N.S.....	60 0	20 0	7 6	47 Simon Porrier, D'Escousse, N.S.
100,786 Empress.....	Chatham, N.B.....	".....	1888 Caraquet, N.B.....	38 0	12 9	4 8	12 R. Young, M.O., Caraquet, N.B.
112,133 Empress.....	Shelburne.....	Sloop.....	1897 Sedgewick, Me., U.S.A.....	28 0	12 0	5 1	8 E. M. Hodgson, Jordan Bay, N.S.
72,230 Emma.....	St. John, N.B.....	Wdlt—Bab.....	1873 Cambridge, N.B.....	75 5	24 9	6 5	68 David Seeley, St. George, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.	Register Dimensions.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
107,123	Emulator .....	Lunenburg .....	Schr—Glt .....	1899	Shelburne, N.S. ....	90 0	24 3	9 6	99	Stephen Oxner, La Have, N.S.	
111,513	Ema & Elsie .....	St. John, N.B. ....	Sloop .....	1897	Grand Manan, N.B. ....	36 9	14 0	5 2	13	Colin B. Harry, Seal Cove, Grand Manan, N.B.	
83,202	Enchantress .....	St. Andrews .....	Schr—Glt ..	1881	Cornwallis, N.S. ....	34 6	12 0	5 2	10	Peter Dixon, Grand Manan, N.B.	
88,256	Energy .....	Lunenburg .....	" .....	1884	Mahone Bay, N.S. ....	78 3	24 0	9 3	97	D. G. Cameron, Montague, P.E.I.	
.....	Energy .....	Montreal .....	Barge—Chd .....	1872	Montreal, Que. ....	109 0	23 2	9 3	194	J. T. Scanlan, Montreal, Que.	
92,425	England .....	Prescott .....	" .....	1863	Brockville, Ont. ....	148 0	28 0	9 6	341	James Buckley, Prescott, Ont.	
94,735	Ensenada .....	Windsor, N.S. ....	Bktn—Bkgt .....	1889	South Maitland, N.S. ....	196 0	37 0	19 1	999	F. C. Lockhart, New York, U.S.A.	
61,941	Enterprise .....	Halifax .....	Schr—Glt .....	1869	Chester, N.S. ....	37 0	15 3	5 8	16	Nathan Eisnor, Chester, N.S.	
94,650	Enterprise .....	Lunenburg .....	" .....	1888	LaHave, N.S. ....	74 4	23 2	8 9	70	Mrs. Margaret Olson, Port Hawkesbury, N.S.	
100,432	Enterprise .....	Moncton .....	Bktn—Bkgt .....	1891	Hopewell Cape, N.B. ....	159 3	33 4	13 0	499	W. B. Janieson, Hopewell Cape, N.B.	
100,498	Enterprise .....	Victoria .....	Schr—Glt ..	1892	Victoria, B.C. ....	76 0	21 5	7 5	69	John Clark, sr., Victoria, B.C.	
.....	Enterprise .....	Port Dover .....	" .....	1864	Long Point, Ont. ....	40 5	11 0	4 8	16	F. A. Greatwood, Toronto, Ont.	
.....	Enterprise .....	Port Hope .....	" .....	1871	Port Hope, Ont. ....	90 0	17 0	6 8	105	Ontario Bank, Toronto, Ont.	
107,414	Ephraim .....	Montreal .....	Barge—Chd .....	1899	Yamaska, Que. ....	104 3	22 8	8 3	144	Michel Gervais, St. Michel d'Yamaska, Que.	



## SESSIONAL PAPER No. 21b

112, 103	Erema H.	Lunenburg.	Schr—Glt	1902 Mahone Bay, N.S.	73 6	22 2	8 8	71 Chas. U. Mader, Mahone Bay, N.S.
96, 941	Erie.	St. John, N.B.	"	1890 St. John, N.B.	94 1	27 1	7 5	125 Nathaniel C. Scott, St. John, N.B.
64, 941	Erie.	Quebec.	Barge—Chd	1871 Quebec, Que	123 5	24 8	9 3	207 W. W. Tate, Montreal, Que.
73, 913	Erie Belle.	Port Hope.	Schr—Glt	1873 Port Burwell, Ont	125 5	24 4	9 8	275 D. Manson, Port Hope, Ont.
77, 816	Erie Queen.	Port Rowan.	"	1874 Port Rowan, Ont	115 0	23 6	10 2	217 James O'Guy, <i>et al.</i> , Oshawa, Ont.
71, 131	Erie Stewart.	Port Dover.	"	1874 Port Dover, Ont.	117 6	23 6	10 6	230 Fred Sofo, Sarnia, Ont.
100, 151	Ermnie.	Lunenburg.	"	1891 Lunenburg, N.S.	75 3	23 7	9 1	79 J. Wm. Young, Lunenburg, N.S.
111, 434	Ermynthrude.	Halifax.	"	1902 Shelburne, N.S.	57 0	17 4	7 6	36 Archibald Darrach, Herring Cove, N.S.
100, 581	Ernest.	Montreal.	Barge—Chd	1892 Pierreville, Que	108 2	23 0	7 8	109 E. Daneau, Pierreville, Que.
94, 707	Ernest F. Norwood.	Digby	Schr—Glt	1871 Booth Bay, Me., U.S.A.	76 6	21 6	7 6	79 J. C. Snow, Digby, N.S.
103, 776	Esk.	Chatham, N.B.	"	1897 Caraquet, N.B.	40 0	13 3	5 0	14 Robert Young M.O., Caraquet, N.B.
80, 860	Esmé.	Lunenburg.	Sloop	1881 Halifax, N.S.	28 0	8 4	4 4	5 Jos. Rudolph, jr. Lunenburg, N.S.
80, 994	Esperance.	Guysboro'	Schr—Glt.	1883 St. Mary's, N.S.	33 0	12 6	5 0	10 C. S. Horton, Guysboro', N.S.
61, 446	Esperance.	Chatham, N.B.	"	1871 Shippegan, N.B.	31 8	11 4	4 4	10 Thos. Ahier, Shippegan, N.B.
75, 691	Esperance en Marie.	Quebec	"	1878 St. Alexis, Que.	42 3	17 0	5 8	23 T. Guenard <i>dît</i> Durand, Grand Bay, Saguenay, Que.
88, 698	Essie C.	St. John, N.B.	Wdgt—Bab.	1885 Jemseg, N.B.	74 7	26 0	6 5	73 Jno. E. Moore, St. John, N.B.
100, 443	Essie M.	Canso.	Schr—Glt	1894 Sherbrooke, N.S.	59 0	19 4	7 4	45 F. Meyers, Coddle Harbour, N.S.
103, 943	Estella.	Chatham, N.B.	"	1898 Elm Tree, N.B.	80 0	20 5	10 8	92 Nap. H. Roy, Elm Tree, N.B.
107, 332	Estelle.	Yarmouth.	"	1899 Pubnico, N.S.	35 0	12 4	6 5	15 W. M. D'Entremont, Pubnico, N.S.
80, 748	Estelle.	Quebec.	"	1890 Sault-au-Mouton, Que.	75 0	23 5	8 1	90 Wm. Price, Quebec, Que.
100, 772	Estelle.	Chatham, N.B.	"	1892 Caraquet, N.B.	37 1	13 5	5 0	13 P. Rive, Caraquet, N.B.
85, 551	Ethel.	Yarmouth.	"	1884 Tusket Wedge, N.S.	88 5	23 6	9 5	93 A. O. Porter, Tusket Wedge, N.S.
103, 113	Ethel.	St. Andrews.	"	1881 Pubnico, N.S.	30 0	11 0	5 0	10 W. J. Galbraith, Lepreaux, N.B.
100, 787	Ethel.	Chatham, N.B.	"	1891 Caraquet, N.B.	38 6	12 8	4 5	11 R. Young, M.O., Caraquet, N.B.
96, 863	Ethel.	Prescott.	Barge—Chd	1897 Toronto, Ont.	130 0	27 0	11 2	335 The St. Lawrence Terminal Co., Ltd., Quebec, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
112,087	Ethel . . . . .	Lunenburg . . . . .	Schr—Glt . . . . .	1902	Petite Rivière, N.S. . . . .	93 2	24 6	9 4	99	W. N. Reinhardt, La Have, N.S.
107,473	Ethel . . . . .	Digby . . . . .	" . . . . .	1899	White Cove, N.S. . . . .	46 0	15 7	6 1	22	Wm. Trahan, Belliveau's Cove, N.S.
83,238	Ethel Aggie . . . . .	Charlottetown . . . . .	" . . . . .	1882	Cape Travers, P.E.I. . . . .	58 7	19 4	7 5	48	Clovis Richards, Buctouche, N.B.
85,962	Ethel B . . . . .	Parrsboro' . . . . .	" . . . . .	{ 1882 1883	{ St. Martin's, N.B. . . . . Coverdale, " . . . . .	78 2	24 0	8 2	97	Hugh Gillespie, Parrsboro', N.S.
83,196	Ethel Blanche . . . . .	Pictou, N.S. . . . .	" . . . . .	1884	Murray Harbour North P.E.I. . . . .	43 2	15 0	5 7	17	Michael Pool, Souris, P.E.I.
94,765	Ethel Clarke . . . . .	Digby . . . . .	Bktn—Bkgt . . . . .	1891	Bear River, N.S. . . . .	142 3	32 0	12 2	397	W. G. Clarke, et al., Bear River, N.S.
107,475	Ethel May . . . . .	" . . . . .	Schr—Glt . . . . .	1899	Parker's Cove, N.S. . . . .	41 0	12 7	6 0	16	George E. Corbett, Annapolis, N.S.
107,793	Ethel & Carrie . . . . .	St. John, N.B. . . . .	Sloop . . . . .	1896	St. John, N.B. . . . .	39 8	14 0	6 2	15	Albert Wooster, Grand Harbour, Grand Manan, N.B.
100,436	Ethyl B. Sumner . . . . .	Moncton . . . . .	Schr—Glt . . . . .	1901	Harvey, N.B. . . . .	136 9	33 0	12 1	353	F. W. Sumner, Moncton, N.B.
96,788	Etienne . . . . .	Halifax . . . . .	Sloop . . . . .	1888	Halifax, N.S. . . . .	28 3	9 0	3 7	4	John E. Butler, Halifax, N.S.
100,353	Etna . . . . .	Quebec . . . . .	" . . . . .	1886	St. Michel, Que. . . . .	37 6	13 8	5 0	14	Joseph Bergeron, Les Eboulements, Que.
103,231	Etoile . . . . .	Montreal . . . . .	" . . . . .	1894	St. Thomas, Que. . . . .	83 6	21 4	4 8	61	A. Lavigne, St. Paul, Que.
75,757	Etna . . . . .	Yarmouth . . . . .	Schr—Glt . . . . .	1879	Brookville, N.S. . . . .	44 0	14 5	5 5	17	J. C. Webber, Westport, N.S.
111,527	Etna H. . . . .	Digby . . . . .	" . . . . .	1901	Port Maitland, N.S. . . . .	33 0	10 2	5 9	10	Ed. Welsh et al., Westport, N.S.

## SESSIONAL PAPER No. 216

103,795	Etta Vaughan.....	Shelbourne.....	"	1899	Shelburne, N.S.....	83 0	23 6	9 4	98	John A. McGowan, Shelburne, N.S.
85,372	Eudora.....	Halifax.....	Bk-Bq	1882	Maccan, N.S.....	185 4	38 9	22 3	1110	George O'Brien, Maccan, N.S.
80,684	Eugène Demers....	Montreal.....	Sloop.....	1881	Gentilly, Que.....	99 8	24 2	8 9	159	C. Labrecque, Lanoraie, Que.
80,754	Eugénie.....	Quebec.....	Schr-Glt	1880	Esquimaux Point, Que..	62 0	19 5	8 0	48	André Vignault, Esquimaux Point, Que.
107,356	Eulalie C.....	Sydney.....	"	1897	North Sydney, N.S.....	31 3	12 1	4 8	6	John Leonard, Main à Dieu, N.S.
112,310	Eureka.....	St. Andrews.....	Sloop.....	1901	Grand Manan, N.B.....	33 4	13 0	5 5	14	L. C. Gupill, Grand Manan, N.B.
90,708	Euretta King.....	St. Catharines.....	Scow-Chd..	1887	Welland, Ont.....	110 9	23 2	6 6	130	Allan J. Holloway, Toronto, Ont.
72,941	Europa.....	Montreal.....	Sloop.....	1875	Quebec, Que.....	129 0	23 1	9 6	244	Montreal Transportation Co., Montreal, Que.
97,036	Eva ..	Yarmouth.....	Schr-Glt	1891	Tusket, N.S.....	35 4	11 9	4 7	10	Gabriel Bourque, Tusket, N.S.
80,672	Eva.....	Montreal.....	Barge-Chd	1881	Yanaska, Que.....	106 0	22 6	7 0	154	Canadian Forwarding & Export Co., Ltd. Montreal, Que.
103,041	Eva.....	Ottawa.....	Scow-Chd..	1891	Monte Bello, Que.....	50 5	18 8	1 6	7	Joseph Nadeau, Monte Bello, Que.
107,320	Eva Gertrude....	Halifax.....	Schr-Glt	1899	Lockeport, N.S.....	59 8	17 7	7 3	34	Andrew Sullivan, Herring Cove, N.S.
85,731	Eva L. H.....	Shelbourne.....	"	1883	Malone Bay, N.S.....	65 2	22 0	8 2	62	Bradford P. Thorburn, Shelburne, N.S.
88,677	Eva Lynch.....	St. John, N.B.....	Bktn-Bkgt..	1884	Portland, N.B.....	154 6	32 0	13 2	458	C. McL Troop, St. John, N.B.
96,785	Eva M. B.....	Halifax.....	Schr-Glt..	1890	Chezetcook, N.S.....	55 4	19 9	8 0	45	Jas. Hemlow, jr., Liscomb, N.S.
90,644	Eva Mc.....	Yarmouth.....	"	1885	Argyle, N.S.....	44 6	14 5	5 5	19	Thos. E. Nickerson, Pubnico, N.S.
90,432	Eva May.....	Charlottetown.....	"	{ 1901	Summerside, P.E.I....	76 7	21 3	9 0	85	James G. Farrow, Tryon, P.E.I.
83,136	Eva Stewart.....	Parrsboro'.....	"	1881	Bridgewater, N.S.....	82 6	24 2	9 3	98	E. Moore, Parrsboro', N.S.
100,705	Evadne.....	Pictou, N.S.....	"	1900	River John, N.S.....	129 2	34 0	12 1	361	Charles Archibald, Halifax, N.S.
92,417	Evangeline.....	Chatham, N.B.....	"	1889	Tracadie, N.B.....	33 8	11 4	5 0	11	John Young, Tracadie, N.B.
100,905	Evangeline.....	"	"	1892	Caraguet, N.B.....	36 0	12 3	4 4	10	P. Rive, Caraguet, N.B.
92,564	Evangeline.....	Halifax.....	"	1885	Chezetcook, N. S.....	42 5	15 8	6 3	23	John A. Neville, Halifax, N.S.
112,281	Eveline.....	Digby.....	"	1902	Meteghan, N.S.....	40 0	13 7	7 0	22	Cesare Robichaud, Meteghan, N.S.
103,964	Eveline.....	Yarmouth.....	"	1895	Morris Island, N.S.....	32 4	10 8	4 4	8	T. Moulison, Yarmouth, N.S.
103,794	Evelyn.....	Charlottetown.....	"	1899	Shelburne, N.S.....	107 0	26 5	10 6	167	Charles Nichols, St. John's, Nfld.



## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship Nom du navire.	Port of Registry. Port d'enregistre- ment.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
66,987	Evelyn.....	St. John, N.B. ....	Schr—Glt. ....	1874	Salmon Bay, N.B. ....	72 8	24 4	6 8	70	A. W. Croft, Mace's Bay, N.B.
	Evelyn.....	Kingston .....	" .....	1867	Storrington, Ont. ....	90 1	22 2	5 7	97	Wm. Myles, Kingston, Ont.
100,757	Eventide.....	Windsor, N.S. ....	" .....	1893	Princeport, N.S. ....	75 2	25 4	8 6	97	Edward Sinclair, Miramichi, N.B.
94,855	Evolution.....	Parrsboro' .....	" .....	1889	Spencer's Island, N.S. ....	107 0	28 3	10 5	173	Thos. Bondrot, Arichat, N.S.
111,945	Ewen No. 2 .....	New Westminster. ....	Barge—Chd .....	1898	New Westminster, B.C. ....	70 0	24 0	5 5	92	A. Ewen, New Westminster, B.C.
111,944	Ewen No. 4.....	" .....	" .....	1900	" .....	60 0	18 0	4 3	46	" .....
111,727	Excelsa.....	Lunenburg .....	Schr—Glt. ....	1902	Lunenburg, N.S. ....	96 6	24 7	9 5	100	Chas. L. Silver, Lunenburg, N.S.
100,248	Excelsior.....	Halifax .....	" .....	1894	Spry Bay, N.S. ....	38 5	12 2	5 8	14	Mrs. M. W. Andrews, Isaac's Harbour, N.S.
100,517	Exception.....	Parrsboro' .....	Bktn—Bkgt....	1892	Spencer's Island, N.S. ....	143 4	33 4	12 5	380	Wm. H. Baxter, Canning, N.S.
37,521	Exchange.....	Liverpool.....	Schr—Glt. ....	1839	Old Sabroek, Me., U.S.A ..	70 0	22 0	8 5	86	J. Slaunwhite, Mahone Bay, N.S.
80,803	Exenia.....	Windsor, N.S. ....	" .....	1880	Cornwallis, N.S. ....	43 0	15 5	6 2	18	Robt. Barry, Beavers Harbour, N.B.
100,172	Exephire..	Montreal .....	Sloop.....	1890	Pierreville, Que.....	86 8	22 0	6 0	79	F. Lamontagne, St. Louis de Bonse- court, Que.
88,642	Express.....	Charlottetown ..	Schr—Glt. ....	1862	Essex, Mass., U.S.A .....	66 0	18 1	6 7	47	James A. Stewart, West Point, P.E.I.
94,678	Externate.....	Halifax.....	" .....	1879	Mahone Bay, N.S. ....	34 0	11 1	5 0	10	Alex. Tough, Harrietsfield, N.S.

## SESSIONAL PAPER No. 21b

111,496	F. B.	Quebec.	1899	Tadousac, Que.	46	4	15	5	5	6	24	Flavien Bonliame, Tadousac, Que.
107,933	F. B. & Co. No. 1.	New Westminster.	1900	New Westminster, B.C.	70	0	26	0	4	5	82	Wm. H. Dauphine, New Westminster, B.C.
100,318	F. B. Lovitt.	Yarmouth.	1893	Belliveau's Cove, N.S.	170	0	34	0	13	0	554	F. B. Lovitt Shipping Co., Ltd., Yarmouth, N.S.
103,198	F. B. Wade.	Lunenburg	1895	Liverpool, N.S.	89	0	24	3	9	1	99	L. B. Curry, West Dublin, N.S.
80,891	F. Billingsby	Ottawa.	1880	Hull, Que.	111	6	21	0	6	9	150	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,632	F. C. No. 1.	Victoria	1891	Nanaimo, B.C.	60	0	20	0	4	9	49	J. D. Foreman, Nanaimo, B.C.
75,798	F. Dudley	Ottawa.	1879	Hull, Que.	108	1	22	3	7	1	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
90,818	F. H. Burton.	Kingston.	1853	Dundas, Ont.	103	0	20	5	9	0	137	Jno. Hart, Picton, Ont.
80,898	F. J. Boswell.	Ottawa	1880	Hull, Que.	110	0	22	8	7	2	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
97,011	F. L. Danforth.	St. Catharines	1872	Tonawanda, N.Y., U.S.A.	187	0	33	0	14	0	643	Thos. Conlon, Thorold, Ont.
83,424	F. Richard.	Weymouth	1883	Meteghan, N.S.	81	5	23	0	8	2	94	Anselm Thibodeau, Meteghan River, N.S.
111,977	F. W. Pickels.	Annapolis	1902	Bridgetown, N.S.	146	0	33	0	12	5	386	F. W. Pickels, Annapolis, N.S.
90,614	F. & E. Givan.	Moncton	1886	Cambridge, N.B.	78	1	27	0	7	9	99	F. W. Givan, Moncton, N.B.
111,543	F. & R. No. 1.	Vancouver.	1899	New Westminster, B.C.	77	1	28	2	6	7	86	George H. French, Vancouver, B.C.
111,823	F. & R. No. 2.	"	1897	Vancouver, B.C.	68	5	21	9	6	0	80	"
72,577	Fabiola.	Picton, Ont.	1852	Oakville, Ont.	95	0	22	3	9	0	131	James Swift, Kingston, Ont.
66,058	Fabiola.	Quebec.	1876	Portsmouth, "	100	0	22	6	9	6	147	Thomas Frenette, Portneuf, Que.
103,390	Fairford.	Winnipeg.	1872	Deschambault, Que.	200	0	38	6	6	4	437	P. McArthur, Westbourne, Man.
77,776	Fairlina.	Goderich	1894	Fairford, Man.	46	0	12	0	5	0	17	Jas. Johns, Southampton, Ont.
100,535	Fairplay.	Yarmouth	1880	Kincardine, Ont.	33	9	11	8	4	4	11	Luke Holmes, jr., Halifax, N.S.
74,329	Fairy Queen.	"	1893	Clare, N.S.	38	0	12	6	6	0	13	W. E. Coggins, Westport, N.S.
100,247	Fairy Queen.	Halifax.	1877	Cape St. Mary, N.S.	35	6	11	5	5	0	11	G. H. Nickerson, Sambro, N.S.
88,276	Falcon.	St. Andrews.	1894	Sambro, N.S.	39	0	13	0	5	7	12	Judson Stanley, Grand Manan, N.B.
107,908	Falcon.	"	1881	Eastport, Me., U.S.A.	24	0	10	2	5	0	8	Mrs. Eveleen Ingalls, Grand Manan, N.B.
103,001	Falcon.	Chatham, N.B.	1890	St. John, N.B.	33	0	12	6	4	4	10	T. Ahier, Shippegan, N.B.
			1889	Shippegan, N.B.								





## SESSIONAL PAPER No. 21b

100,872 Fanny .....	St. John N.B. ....	Schr—Glt .....	1893 Perry's Point, N.B. ....	78 5	27 3	7 0	91 J. A. Likely, St. John, N.B.
61,910 Fanny Ellis .....	Liverpool .....	" .....	1870 Liverpool, N.S. ....	52 0	19 0	6 6	36 P. Farrell, Liverpool, N.S.
103,493 Fanny McLean .....	Lunenburg .....	" .....	1881 La Have, N.S. ....	33 8	12 4	4 7	9 D. Hume, East Chester, N.S.
77,763 Fanny Young .....	Port Hawkesbury .....	" .....	1880 Shelburne, N.S. ....	80 0	22 0	9 1	85 Richard J. Flynn, Halifax, N.S.
80,689 Farand .....	Montreal .....	Sloop .....	1881 St. Thomas de Pierreville, Que. ....	95 0	23 0	6 3	92 Joseph Lizotte, Sorel, Que.
80,971 Farewell .....	Sydney .....	Schr—Glt .....	1880 North Sydney, N.S. ....	31 8	12 5	4 9	9 Benjamin Cann, Louisburg, N.S.
100,467 Faucon .....	Quebec .....	Sloop .....	1889 Quebec, Que. ....	44 8	14 2	4 6	18 P. M. Duchêne, Quebec, Que.
97,093 Fauna .....	Lunenburg .....	Schr—Glt .....	1890 Chester Basin, N.S. ....	92 0	25 6	10 4	146 F. C. Wills, St. John's, Nfld.
107,054 Favorite .....	Barrington .....	" .....	1900 Barrington, N.S. ....	58 0	18 1	6 6	28 Paul E. Crowell, Barrington, N.S.
..... Favorite .....	Montreal .....	Barge—Chd .....	1873 St. Aimé, Que. ....	118 1	23 0	7 2	169 G. Fraser and Hugh McKinnon, Dundee, Que.
61,302 Favourite .....	Victoria .....	Schr—Glt .....	1868 Sooke, B.C. ....	71 5	22 0	8 5	80 L. McLean, Victoria, B.C.
75,614 Fawn .....	Digby .....	" .....	1877 Shelburne, N.S. ....	43 6	15 7	6 2	17 James E. Ogilvie, Parrsboro', N.S.
100,495 Fawn .....	Victoria .....	" .....	1892 Chemainus, B.C. ....	71 8	22 2	9 2	59 Victoria Sealing Co., Ltd., Victoria, B.C.
103,429 Fern .....	Lunenburg .....	" .....	1895 La Have, N.S. ....	69 8	21 6	8 4	70 Andrew King, Halifax, N.S.
107,902 Fin Back .....	St. Andrews .....	Sloop .....	1891 St. John, N.B. ....	40 0	15 0	6 0	24 Frank Ingersoll, Grand Manan, N.B.
71,303 Finn .....	Richibucto .....	Schr—Glt .....	1881 French Village, N.B. ....	37 3	14 0	4 5	10 W. S. Loggie Co., Ltd., Chatham, N.B.
92,607 First Trial .....	Sydney .....	" .....	1880 Ingonish, N.S. ....	31 6	11 7	5 9	9 J. C. Baker, North Sydney, N.S.
100,298 Fisher .....	Chatham, N.B. ....	" .....	1891 Shippegan, N.B. ....	35 4	11 6	5 0	12 Eli Chiasson, Shippegan, N.B.
100,797 Fisher Maid .....	Victoria .....	" .....	1893 Astoria, Oregon., U.S.A. ....	45 0	15 2	7 4	21 Mrs. Lucy Chipps, Nitinat, B.C.
88,487 Fisher River .....	Winnipeg .....	Barge—Chd .....	1882 Winnipeg, Man. ....	124 6	22 6	4 6	111 The Minister of Public Works, Ottawa, Ont.
..... Five (5) .....	Montreal .....	" .....	1873 Pierreville, Que. ....	90 8	23 5	5 8	80 M. Lesperance, St. Anne, Que.
66,749 Flash .....	Halifax .....	Schr—Glt .....	1875 Liverpool, N.S. ....	47 0	16 0	6 7	24 J. H. Lane, Owl's Head, N.S.
80,065 Flash .....	St. John, N.B. ....	" .....	1881 Indiantown, N.B. ....	76 4	26 0	7 6	94 Amos Tower, St. John, N.B.
61,445 Flavie .....	Chatham, N.B. ....	" .....	1874 Shippegan, N.B. ....	36 5	12 2	4 5	13 Pierre Noce, Shippegan, N.B.
92,511 Fleet Wing .....	St. Andrews .....	" .....	1887 Westport, N.S. ....	29 0	11 3	5 0	11 Addison Mathews, St. George, N.B.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—*Continued*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Rig. Gréement.	Built—Construct.	Where Built. Lien de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.		
100,013	Fleet Wing.....	Annapolis.....	Schr—Glt.....	1859.....	Essex, Mass., U.S.A.....	68 0	20 9	7 4	54	W. W. Goucher, Margaretsville, N.S.
88,227	Fleetwing.....	Halifax.....	".....	1884.....	Chezzetcook, N.S.....	47 5	18 2	7 8	32	Geo. Lapiere, Chezzetcook, N.S.
85,476	Fleetwing.....	Shelburne.....	".....	1877.....	Jordan River, N.S.....	38 6	13 2	5 6	15	Wm. McMillan, Lockeport, N.S.
90,776	Fleetwing.....	Windsor, Ont.....	".....	1863.....	Wilson, N.Y., U.S.A.....	108 0	24 6	7 9	162	Joseph Cochrane, Colborne, Ont.
103,621	Fleetwing.....	Quebec.....	".....	.....	.....	54 0	19 1	7 4	39	A. Albert, Kamouraska, Que.
107,665	Fleetwing.....	".....	".....	1898.....	Seven Islands, Que.....	59 2	18 2	6 2	42	Mrs. Marcelline Laliberté, St. Jean d'Orleans, Que.
111,468	Fleetwing.....	Chatham, N.B.....	".....	1901.....	Shippegan, N.S.....	38 8	12 6	5 4	14	Wm. Frung & Co., Ltd., Jersey.
100,891	Fleur-de-lis.....	Weymouth.....	".....	1894.....	Belliveau's Cove, N.S.....	41 3	13 0	5 0	17	Sarah C. Pyne, Little River, N.S.
77,585	Fleur de Marie.....	Montreal.....	Sloop.....	1878.....	Lanoraie, Que.....	99 5	23 0	7 0	113	E. Haynemann, Lanoraie, Que.
100,868	Fleur de Marie.....	Quebec.....	Schr—Glt.....	1893.....	St. Siméon, Que.....	61 4	20 2	6 4	49	Maurice Desgagnéz, Les Eboulements, Que.
103,743	Flo F. Mader.....	Lunenburg.....	".....	1896.....	Mahone Bay, N.S.....	91 7	25 0	10 4	100	Charles U. Mader, Mahone Bay, N.S.
85,644	Flora.....	Halifax.....	".....	1883.....	".....	58 0	18 9	7 2	42	Simeon Bontilier, French Village, N.S.
83,367	Flora.....	Quebec.....	".....	1880.....	Portneuf, Que.....	76 1	20 2	6 3	65	J. B. Dussault, Portneuf, Que.
90,654	Flora.....	Yarmouth.....	".....	1886.....	Pubnico, N.S.....	75 4	21 6	8 0	64	David D'Entremont, Pubnico, N.S.

## SESSIONAL PAPER No. 21b

107,906	Florence.	St. Andrews.	Sloop.	1896	West Isles, N.B.	30 0	12 2	6 2	14	Grant L. Dakin, Grand Manan, N.B.
111,552	Flora B.	"	"	1894	Grand Manan, N.B.	32 0	12 4	5 0	13	Nelson Ingersoll, Grand Manan, N.B.
83,098	Flora Bell.	Port Hawkesbury.	Schr—Glt	1884	Mabou, N.S.	50 5	19 2	7 1	39	Gabriel White, Margaree, N.S.
71,167	Flora Carveth.	Whitby.	"	1873	Mill Point, Ont.	115 0	23 5	8 9	190	John McLellan, M.O., Bowmanville, Ont.
77,751	Flora Dell.	Halifax.	"	1879	Shelburne, N.S.	67 0	21 6	7 9	63	G. Hagar, N. E. Harbour, N.S.
103,319	Flora Temple.	Port Hawkesbury.	"	1858	Essex, Mass., U.S.A.	67 2	20 1	6 8	55	J. W. Nickerson, Port La Tour, N.S.
111,406	Flora W. Sperry.	Lunenburg.	"	1900	La Have, N.S.	93 2	24 5	9 4	95	John D. Sperry, Petite Riviere, N.S.
94,834	Flora Wooster.	St. Andrews.	"	1873	Wiscasset, Me., U.S.A.	40 4	13 0	5 7	22	Henry Burnham, Grand Manan, N.B.
80,001	Florence.	St. John, N.B.	"	1879	Chance Harbour, N.B.	37 8	14 4	6 0	15	John Kirby, Chipman's Brook, N.S.
.....	Florence.	Windsor, Ont.	Scow—Chd	1862	Belle River, Ont.	60 0	15 6	3 4	32	H. Compeau, Belle River, Ont.
94,972	Florence.	Yarmouth.	Schr—Glt	1889	Tusket Wedge, N.S.	37 0	12 5	5 0	11	Joshua Boudreau, Tusket Wedge, N.S.
96,774	Florence.	Port Hawkesbury.	"	1894	Cheticamp, N.S.	33 0	11 4	5 1	11	Thos. Power, Cheticamp, N.S.
100,864	Florence.	Quebec.	"	1893	Château Richer, Que.	63 2	20 3	6 0	46	Jas. Russell, Matane, Que.
103,104	Florence.	Montreal.	Sloop	1894	St. Thomas, Que.	108 0	23 0	7 8	153	P. Yergeau, St. Thomas de Pierreville, Que.
80,829	Florence B.	Halifax.	Schr—Glt	1880	New Dublin, N.S.	52 4	17 9	7 2	32	Chas. A briel, Spry Bay, N.S.
46,907	Florence C. Laurence.	Port Hawkesbury.	"	1864	Margaree, N.S.	71 6	21 6	9 1	69	William Buckle, Margaree, N.S.
100,259	Florence G.	Halifax.	"	1891	Sambro, N.S.	36 6	12 5	5 4	15	Caleb Gray, Sambro, N.S.
112,282	Florence H.	Digby.	"	1902	Maitland, N.S.	40 0	13 0	5 6	20	David S. Hackett, Port Maitland, N.S.
100,383	Florence L.	Sydney.	"	1894	Little Bras d'Or, N.S.	34 8	12 5	5 1	10	Peter LeBlanc, Little Bras d'Or, N.S.
92,638	Florence M.	Lunenburg.	"	1888	Lunenburg, N.S.	74 8	23 0	8 5	83	Jas. Russell, Matane, Que.
94,771	Florence M. Smith.	Victoria.	"	1888	"	82 5	24 0	9 1	99	Victoria Sealing Co., Ltd., Victoria, B.C.
107,993	Florence May.	Canso.	"	1899	Queensport, N.S.	37 0	11 4	6 0	11	Wentworth G. Matthews, Canso, N.S.
96,729	Florence May.	Chatham, N.B.	"	1889	Church Point, N.B.	69 7	22 0	8 0	74	James Anderson, M.O., Church Point, N.B.
100,522	Florence R. Hewson.	Annapolis.	"	1893	Parsboro', N.S.	133 9	31 3	12 0	289	A. D. Mills, Annapolis, N.S.
112,094	Florence W. Munsie.	Lunenburg.	"	1902	Mahone Bay, N.S.	87 6	24 1	9 6	97	Wm. Munsie, Victoria, B.C.



## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
88,357	Foresta...	Halifax	Schr—Glt	1884	Malhane Bay, N.S.	65 0	21 0	7 9	57	Thos. Gosbee, Murray Harbour, P.E.I.	
85,450	Florida	Quebec	"	1877	Bic, Que.	37 0	13 5	4 3	13	Wm. Michaud, Isle Verte, Que.	
85,754	Florida	"	"	1882	Betchouan, Labrador, Que.	48 0	17 5	6 4	26	Geo. Tanguay, Quebec, Que.	
111,611	Florida	"	"	1901	Murray Bay, Que.	56 4	18 1	6 6	40	Achille Gagnon, Murray Bay, Que.	
100,567	Florida	Lunenburg	"	1892	Chester Basin, N.S.	92 0	25 4	10 4	148	Walter Mitchell, Halifax, N.S.	
103,351	Florida	Quebec	"	1894	Natashquan, Que.	46 6	16 6	6 0	27	D. Talbot, sr., Natashquan, Que.	
103,902	Floyburg	Victoria	"	1893	Seattle, Wash., U.S.A.	34 8	11 3	4 8	12	Rasmus Hansen, Victoria, B.C.	
83,255	Floyd	Barrington	"	1883	Granville, N.S.	43 2	15 8	5 8	20	John Arseneau, Little Bras d'Or, N.S.	
90,645	Fly	Yarmouth	"	1885	Tusket, N.S.	44 7	14 2	5 1	16	Robt. Nickerson, Wood's Harbour, N.S.	
61,405	Fly	Chatham, N.B.	"	{ 1866 Shippegan, N.B. 1894 Tracadie, " }		36 1	12 1	4 8	11	A. McLaughlin, Tracadie, N.B.	
61,903	Flying Cloud	Liverpool	"	1870	Liverpool, N.S.	47 0	17 7	6 2	20	J. Brooks, Ketch Harbour, N.S.	
41,823	Flying Cloud	St. John, N.B.	Wdht—Bab.	1858	Rexton, N.B.	68 3	21 7	5 4	78	Samuel J. Holder, Holderville, N.B.	
112,373	Flying Cloud	Arichat	Schr—Glt	1902	Guysboro', N.S.	42 0	10 7	6 9	13	Wm. Whitman, Guysboro', N.S.	
112,151	Flying Foam	Chatham, N.B.	"	1902	Caraquet, N.B.	40 0	13 0	5 8	18	Peter Fiott, Caraquet, N.B.	

## SESSIONAL PAPER No. 21b

100,782 Flying Foam.....	"	1892	Caraquet, N.B.	38 4	12 8	4 8	12 R. Young, Caraquet, N.B.
80,976 Flying Robin.....	Sydney.....	1882	Aspy Bay, N.S.	40 1	14 7	4 8	13 John Fitzgerald, Aspy Bay, N.S.
103,317 Flying Star.....	Port Hawkesbury.....	1895	Cheticamp, N.S.	32 5	10 8	5 5	11 Polite Deveau, Eastern Harbour, N.S.
88,672 Flying Yankee.....	St. John, N.B.	1884	Newcastle, N.B.	54 8	19 6	5 7	35 W. F. Currie, Cambridge, N.B.
100,912 Foam.....	Chatham, N.B.	1892	Caraquet, N.B.	34 3	12 9	4 7	10 T. Ahier, Shippegan, N.B.
42,276 Foaming Billow.....	Halifax.....	1861	Sheet Harbour, N.S.	66 8	21 8	8 4	66 A. J. Winsor, Halifax, N.S.
103,833 Federis Aca.....	Quebec.....	1896	Les Ecureuils, Que.	66 3	20 7	5 8	46 C. Dussault, Les Ecureuils, Que.
57,131 Forest Flower.....	Yarmouth.....	1868	Pubnico, N.S.	53 5	18 0	7 0	26 J. H. Goodwin, Pubnico, N.S.
55,531 Forest Queen.....	Halifax.....	1867	Tracadie, N.B.	67 4	21 8	9 0	74 P. D. Landry, St. Mary's, Kent Co., N.B.
85,393 Formosa.....	Amherst, M.I.	1884	House Harbour, Magdalen Islands, Que.	57 2	18 8	8 1	43 F. H. Delaney, House Harbour, Magdalen Islands, Que.
107,350 Forrester.....	Yarmouth.....	1901	Pubnico, N.S.	45 0	14 6	6 7	23 Dr. C. J. Fox, Pubnico, N.S. (6)
78,011 Fort Frances.....	Winnipeg.....	1879	Fort Frances, Ont.	52 9	14 8	4 9	26 Fredk. Thomas Hooper, M.O., Rat Portage, Ont.
107,602 Foster Rice.....	Annapolis.....	1899	Weymouth, N.S.	107 0	28 0	10 3	179 A. D. Mills, Annapolis, N.S.
111,467 Four Brothers.....	Chatham, N.B.	1901	Caraquet, N.B.	39 0	13 0	5 0	13 Sarah Le Bouthillier, Caraquet, N.B.
74,407 Four Brothers.....	"	1877	"	50 6	17 3	5 6	25 R. Young, Caraquet, N.B.
75,835 Four Brothers.....	Halifax.....	1878	Chezzetcook, N.S.	42 8	16 0	6 8	26 M. Reddy, Boylston, N.S.
85,699 Four Sisters.....	Chatham, N.B.	1884	Bay du Vin, N.B.	32 4	11 9	4 6	10 W. C. Pitfield, St. John, N.B.
107,190 France & Russie.....	Charlottetown.....	"	"	43 3	15 6	6 0	27 John R. Moore, Pictou, N.S.
83,449 Frances.....	Victoria.....	1894	Compeville, Wash., U.S.A.	32 0	10 6	4 0	8 Wm. T. Cotford, Victoria, B.C.
94,821 Frances A. Rice.....	Weymouth.....	1899	Weymouth, N.S.	87 5	24 8	9 0	122 Thos. C. Rice, Weymouth Bridge, N.S.
100,691 Frances E. Willard.....	Pictou, N.S.	1893	Murray Harbour, P.E.I.	46 8	15 4	6 3	23 E. H. Herring, Murray Harbour, P.E.I.
111,401 Frances Willard.....	Lunenburg.....	1900	Chester Basin, N.S.	90 0	24 5	9 8	97 Jas. A. Hinde Lunenburg, N.S.
100,747 Francis M. Loring.....	Parrsboro'.....	1894	Essex, Mass., U.S.A.	72 0	20 7	7 6	73 John T. Johnson, Parrsboro', N.S.
103,612 François Xavier.....	Quebec.....	1894	St. Joachim, Que.	61 0	18 2	4 8	33 F. X. Neron, St. Joachim, Que.
36,480 Frank.....	Gaspé.....	1859	Chester, N.S.	66 2	20 2	8 0	54 Louis Blanchet, Cap Chatte, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.		
88,549	Frank .....	Halifax .....	Schr—Glt .....	1884	Lockeport, N.S. ....	37 0	13 0	5 4	12	David M. Pettis, Parrsboro', N.S.
85,294	Frank .....	Montreal .....	Barge—Chd .....	1881	Sorel, Que. ....	106 8	17 5	6 1	94	John Minden, Sorel, Que.
	Frank .....	" .....	" .....	1882	Montreal, Que. ....	95 7	19 3	8 4	145	Montreal Transportation Co., Montreal, Que.
92,671	Frank .....	Pictou, N.S. ....	Sloop .....	1887	Wallace, N.S. ....	41 7	13 7	5 2	17	Francis K. Grant, Wallace, N.S.
107,187	Frank .....	Charlottetown .....	Schr—Glt .....	1897	Tignish, P.E.I. ....	47 6	16 3	6 3	30	Roderick D. Campbell, Glace Bay, N.S.
80,027	Frank L. P. ....	St. John, N.B. ....	" .....	1880	Greenwich, N.B. ....	84 2	27 5	7 9	124	Thos. A. Williams, St. John, N.B.
55,836	Frank Newton .....	Sydney .....	" .....	1867	Shelburne, N.S. ....	60 4	19 3	6 4	40	A. F. Cameron, Sherbrooke, N.S.
59,990	Frank Russell .....	Toronto .....	Barge—Chd .....	1871	Quebec, Que. ....	142 5	26 0	11 0	283	Jas. Playfair and W. A. Clark, jr., J. O., Collingwood, Ont.
85,498	Frank W. ....	St. John, N.B. ....	Schr—Glt .....	1882	Waterborough, N.B. ....	80 1	26 4	7 5	99	Martin Cole, Dorchester, N.B.
103,254	Frank and Ira .....	" .....	" .....	1894	Greenwich, N.B. ....	82 8	26 8	7 4	98	N. C. Scott, St. John, N.B.
90,617	Fraulien .....	Moncton .....	" .....	1889	Hopewell Cape, N.B. ....	93 2	28 4	8 0	148	P. McIntyre, St. John, N.B.
83,327	Fred .....	Ottawa .....	Barge—Chd .....	1881	Hull, Que. ....	110 7	21 2	7 8	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
80,366	Fred E. Scammell .....	Parrsboro' .....	Ship—3 m .....	1880	Parrsboro', N.S. ....	196 0	39 2	23 1	1350	Robert Moore, London, Eng.
100,889	Fred H. Gibson .....	St. John, N.B. ....	Schr—Glt .....	1893	Gibson, N.B. ....	143 0	33 6	12 4	419	John Gibson, Marysville, N.B.



SESSIONAL PAPER No. 211

111,692	Fred Jackson.....	Liverpool.....	"	1873	Deering, Me., U.S.A.	113 0	28 4	9 4	198	James McKinnon, Gabarouse, N.S.
83,480	Fred Taylor.....	St. Andrews.....	"	1878	Eastport, Me., U.S.A.	31 4	13 4	6 6	13	Jos. Boyd, Campo Bello, N.B.
83,332	Fred Toms.....	Ottawa.....	Barge—Chd	1881	Ottawa, Ont	110 3	22 2	7 6	161	T. H. Kirby and C. W. Bangs, J.O., Ottawa, Ont.
100,894	Fred & Norman.....	Weymouth.....	Schr—Glt	1896	Belliveau's Cove, N.S.	50 5	17 4	7 1	32	M. Trask, Little River, N.S.
100,315	Freddie A.....	Yarmouth.....	"	1889	Barrington, N.S.	33 0	11 5	5 1	10	John Hemlow, Yarmouth, N.S.
103,116	Freddie A. Higgins.....	St. Andrews.....	"	1882	Kennebunk, Me., U.S.A.	80 6	24 2	6 2	78	G. P. Newton, Grand Manan, N.B.
80,798	Freddie G.....	Digby.....	"	1888	Beaver River, N.S.	44 0	15 5	6 1	18	Charles B. Bowers, Westport, N.S.
107,915	Freddie L.....	St. Andrews.....	Sloop.....	1895	Quaco, N.B.	32 2	11 7	7 5	15	Charles E. Leighton, Grand Manan, N.B.
103,719	Freddie M.....	Yarmouth.....	Schr—Glt	1890	Belliveau's Cove, N.S.	28 5	12 0	5 0	10	G. A. Brush, Yarmouth, N.S.
71,333	Freddie M. Reynolds.....	Barrington.....	"	1875	Clyde, N.S.	54 6	18 9	7 9	35	Geo. W. McKay, Clifton, P.E.I.
97,046	Fredona.....	Liverpool.....	"	1890	East Berlin, N.S.	35 0	12 0	5 1	12	J. W. Remby, <i>et al.</i> , West Dublin, N.S.
111,746	Fredonica.....	Lunenburg.....	"	1902	Mahone Bay, N.S.	86 8	23 9	9 8	92	Chas. U. Mader, Mahone Bay, N.S.
97,146	Free Trade.....	St. Andrews.....	Sloop.....	1885	West Isles, N.B.	30 0	12 3	6 0	10	L. C. Watt, Grand Manan, N.B.
77,963	Freeman Colgate ..	"	Schr—Glt	1876	South Bristol, Me., U.S.A.	52 0	16 0	6 2	26	C. Hicks, Westport, N.S.
88,481	Freighter.....	Winnipeg.....	Barge—Chd	.....	.....	113 6	25 2	4 8	107	Northwest Navigation Co., Ltd., Win- nipeg, Man.
83,180	Friend ..	Halifax.....	Schr—Glt	1882	Mahone Bay, N.S.	38 6	14 5	5 9	17	Edward Munroe, Whitehead, N.S.
111,719	Friend ..	Lunenburg.....	"	1901	"	64 4	19 8	7 5	57	Augustus Lantz, Mahone Bay, N.S.
85,939	Friendship.....	St. John, N.B.....	"	1882	St. Martin's, N.B.	70 8	25 0	6 6	66	A. A. Wilbur, Harvey, N.B.
73,000	Friendship.....	Toronto.....	"	1876	Bronté, Ont	60 0	12 0	4 3	24	Mrs. Margaret Warden, Bronté, Ont.
103,101	Frontenac.....	Montreal.....	Sloop.....	1894	St. Thomas, Que.	135 8	28 1	11 9	331	J. E. Muir, Montreal, Que.
90,540	G. D.....	"	"	1885	Yanaska, Que.	91 2	21 7	7 4	108	H. Goyet, Lanoraie, Que.
92,427	G. No. 1.....	Prescott.....	Barge—Chd	1887	Cardinal, Ont.	36 0	11 0	3 8	24	Gilbert Bros., Engineering Co., Ltd., Montreal, Que.
92,428	G. No. 2.....	"	"	1887	"	60 0	17 0	4 2	40	" " " "
85,456	G. T. D.....	Quebec.....	Schr—Glt	1883	Lévis, Que.	95 0	27 0	10 6	196	J. L. Davie, Lévis, Que.

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						Ft. 100ths	Ft. 100ths	Ft. 100ths		
107,927	G. & K. No. 1.....	New Westminster..	Barge—Chd.....	1900	Ladner, B.C.....	50 0	16 0	4 5	33	D. B. Grant, M.O., Ladner, B.C.
74,243	G. A. Norman ..	Montreal.....	Sloop.....	1876	Iberville, Que.....	60 0	16 7	5 4	41	Eusebe Dubéau, Iberville, Que.
90,582	G. A. Smith.....	Richibucto.....	Schr—Glt.....	1884	Lunenburg, N.S.....	82 8	24 0	8 9	95	G. W. Robertson and Thos. Munroe, Richibucto, N.B.
92,494	G. B. Lockhart.....	Windsor, N.S.....	Bgrtn—Bkgt.....	1887	Horton, N.S.....	120 4	29 0	10 7	296	G. B. Lockhart, New York, U.S.A.
(a) 75,796	G. B. Pattee ..	Ottawa.....	Barge—Chd.....	1878	Ottawa, Ont.....	107 5	22 0	7 2	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
88,555	G. C. Kelley ..	Yarmouth.....	Schr—Glt.....	1885	Shelburne, N.S.....	81 0	23 9	9 3	99	Wm. LeBlanc, Arichat, N.S.
100,120	G. E. Bentley ..	Parrsboro'.....	".....	1892	Port Greville, N.S.....	131 1	32 2	10 8	250	J. S. Wood, Georgetown, B.W.I.
80,078	G. G. King.....	St. John, N.B.....	".....	1881	Cambridge, N.B.....	71 6	24 6	6 5	64	James Legere, Parrsboro', N.S.
92,466	G. H. Gardiner.....	Charlottetown.....	".....	1888	French River, P.E.I.....	43 9	14 5	5 2	17	Geo. H. Pursey, Rustico, P.E.I.
85,382	G. H. Maryatt.....	Halifax.....	".....	1883	Mahone Bay, N.S.....	42 2	16 0	6 6	24	J. O'Toole, Louisburg, N.S.
100,311	G. H. Perry.....	Yarmouth.....	".....	1891	Meteghan, N.S.....	81 0	27 0	8 0	99	J. F. Watson, St. John, N.B.
75,197	G. M. Dutcher.....	Digby.....	".....	1878	Digby, N.S.....	55 6	17 8	6 0	32	E. Burnham, et al., Digby, N.S.
85,503	G. P. Taylor.....	Yarmouth.....	".....	1882	Carleton, N.B.....	41 0	14 0	5 0	13	Wm. A. Killam, Yarmouth, N.S.
107,289	G. S. Troop.....	Lunenburg.....	".....	1900	Liverpool, N.S.....	97 4	24 3	9 7	99	Lauchlin B. Currie, West Dublin, N.S.

## SESSIONAL PAPER No. 21b

85,697	G. Walter Scott.	St. John, N.B.	"	1883	Cambridge, N.B.	75 6	25 5	5 8	75	Aldreado N.B.	McDonough, St. Martin's, N.B.
103,490	Gabriola.	Victoria.	Yawl—Yole	1886	Gabriola Island, B.C.	40 5	15 8	5 2	17	Henry Volmers, B.C.	
100,116	Gadabout.	Parrsboro'.	Schr—Glt	1892	Two Rivers, N.S.	84 1	26 0	6 9	99	B. Barnhill, Two Rivers, N.S.	
100,778	Gambetta.	Chatham, N.B.	"	1891	Caracquet, N.B.	36 0	12 8	5 4	13	C. Hubbard, Caracquet, N.B.	
100,501	Gama.	Victoria.	Scow—Chd.	1890	Victoria, B.C.	74 0	23 8	4 8	60	Edgar C. Baker, Victoria, B.C.	
100,993	Garfield.	Chatham, N.B.	Schr—Glt	1893	Shippegan, N.B.	34 6	11 4	4 6	10	P. Rive, Caracquet, N.B.	
94,864	Garfield White.	Parrsboro'.	"	1890	Apple River, N.S.	80 8	26 8	7 1	99	C. T. White, Apple River, N.S.	
33,530	Garibaldi.	Port Hope.	"	1861	Port Huron, Mich., U.S.A.	95 2	24 8	8 3	123	John Breen, M.O., Port Hope, Ont.	
97,083	Garland.	Lunenburg.	"	1890	Petite Riviere, N.S.	60 0	19 4	7 6	51	J. E. P. Aylward, Southport, P.E.I.	
80,693	Garnet.	Montreal.	Barge—Chd	1882	Montreal, Que.	109 2	22 7	7 0	154	Dickson Anderson, Montreal, Que.	
103,065	Garnet.	Yarmouth.	Schr—Glt	1895	Yarmouth, N.S.	48 7	17 1	5 9	27	E. K. Snow, Port La Tour, N.S.	
103,014	Gaza.	Parrsboro'.	"	1894	Port Greville, N.S.	78 0	23 1	6 2	71	David Cole, Port Greville, N.S.	
83,260	Gazelle.	Digby.	"	1883	Granville, N.S.	45 8	15 5	6 3	20	R. B. Harris, <i>et al.</i> , Kentville, N.S.	
59,379	Gazelle.	St. Andrews.	"	1869	Pembroke, Me., U.S.A.	57 0	18 5	8 0	47	W. D. Lawrence, Maitland, Hants Co., N.S.	
75,860	Gazelle.	Weymouth.	"	1878	Clare, N.S.	94 0	24 7	9 2	121	Charles T. Warner, Plympton, N.S.	
92,683	Gazelle.	Pictou, N.S.	Bk—Bq	1891	River John, N.S.	179 8	36 0	20 8	999	Daniel Sutherland, Pictou, N.S.	
100,919	Gazelle.	Chatham, N.B.	Schr—Glt	1892	Caracquet, N.B.	37 2	13 0	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.	
111,464	Gazelle.	"	"	1901	"	38 5	13 0	5 3	13	Peter Fiott, Caracquet, N.B.	
100,954	Gazelle.	"	"	1890	"	36 8	12 2	4 6	10	C. Hubbard, Caracquet, N.B.	
97,129	Geddon.	Quebec.	Barge—Chd	1891	St. Thomas de Pierreville, Que.	107 2	22 8	7 5	141	W. Bibeau, St. Thomas de Pierreville, Que.	
111,774	Gem.	Victoria.	Schr—Glt	1898	Metlakatla, B.C.	45 0	14 6	4 6	15	Luke Mark, Massett, B.C.	
96,733	Gem.	Chatham, N.B.	"	1890	Tracadie, N.B.	35 1	11 7	5 0	12	Wm. Fruing & Co., Ltd., Jersey.	
100,968	Gem.	"	"	1888	Caracquet, N.B.	35 0	12 2	4 5	11	C. Robin, Collas & Co., Ltd., Jersey.	
103,339	General.	Montreal.	Sloop.	1895	Pierreville, Que.	104 0	23 0	6 8	116	Achille Lavigne, St. Paul L'Ermite, Que.	
88,968	General Middleton.	Chatham, N.B.	Schr—Glt	1885	Bay-du-Vin, N.B.	68 5	21 5	8 4	67	James Godin, Petit Rocher, N.B.	



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
90,711	Genesta	Halifax.....	Schr—Glt.....	1885	Mahone Bay, N. S. ....	58 9	19 0	7 2	41	Augustus Vincent, Bay St. George, Nfld.
92,673	Genesta	Pictou, N.S.....	".....	1887	Murray Harbour, P.E.I.	42 3	15 5	6 3	22	Wm. Kitchin, Fredericton, N.B.
92,361	Genesta	St. John, N.B.....	".....	1887	Gibson, N. B.....	80 6	26 8	8 0	98	A. Holmes, Lower Granville, N. S.
90,436	Genesta	Barrington.....	".....	1891	Bear Point, N.S.....	50 5	18 3	7 3	32	Jacob Croft, West Dublin, N. S.
83,318	Genesta	Charlottetown.....	".....	1885	East Port Medway, N.S.	45 5	17 9	7 0	29	Aaron O. Cogswell, Georgetown, P. E. I.
96,939	Genesta	".....	Bktn—Bkgt.....	1891	Bideford, P. E. I.....	149 7	30 2	14 9	393	William Richards, Bideford, P. E. I.
103,766	Genesta	Chatham, N. B.....	Schr—Glt.....	1896	Caracquet, N. B.....	34 9	12 0	5 0	12	T. Porrier, Caracquet, N. B.
88,347	Geneva	Victoria.....	".....	1884	Lunenburg, N.S.....	86 4	24 6	9 3	92	Victoria Sealing Co., Ltd., Victoria, B. C.
100,818	Geneva Ethel	Barrington.....	".....	1894	Lockeport, N.S.....	54 7	17 2	7 6	29	Martin Meagher, Canso, N.S.
111,876	Geneva May	Yarmouth.....	".....	1902	Pubnico, N.S.....	71 5	21 0	8 0	72	Leander Amiro, Pubnico, N.S.
72,170	Genoa	Windsor, N. S.....	Bgtn—Bkgt.....	1875	Newport, N.S.....	133 0	31 4	17 7	402	T. C. Marsters, Hantsport, N. S.
103,618	Genser	Quebec.....	Schr—Glt.....	1894	Château Richer, Que.....	58 2	19 4	7 0	44	John Rainds, Chicoutimi, Que.
61,622	Gentile	Guyssboro'.....	".....	1877	New Harbour, N.S.....	53 0	16 8	6 8	34	Lewis Maguire, Steep Creek, N. S.
35,622	George	Halifax.....	".....		U. S. A.....	54 2	15 5	6 6	30	Norman McLeod, Coddles Harbour, N. S.

## SESSIONAL PAPER No. 21b

83,321	George.....	Ottawa.....	Barge—Chd.	1881	Ottawa, Ont.	109 6	22 2	7 9	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,185	George B. Naylor...	Montreal.....	"	1888	Richelieu Bridge, Que...	68 5	17 3	5 2	49	Benjamin V. Naylor, Richelieu, Que.
88,469	George Clark, jr...	Arichat.....	Schr—Glt	1866	Essex, Mass., U.S.A.	72 2	21 0	7 7	64	E. Roudrot, Esquimaux Point, Que.
77,819	George Dow.....	Port Rowan.....	"	1875	Long Point, Ont.....	42 0	13 0	4 6	15	Wm. McCulla, Port Credit, Ont.
92,292	George H. Morse.....	Ottawa.....	Barge—Chd	1886	Ottawa, Ont.....	112 0	22 6	7 0	162	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
72,973	George H. Weeks...	Arichat.....	Sloop.....	1875	Maine, U.S.A.....	42 4	14 9	4 8	17	E. Brownell, Baie Verte, N.B.
75,728	George Killam.....	Digby.....	Schr—Glt	1878	Meteghan, N.S.....	53 3	17 7	6 9	30	Sydney L. Justason, Pennfield, N.B.
107,066	George L. Slipp....	St. John, N.B....	"	1898	Harvey, N.B.....	78 0	25 5	7 4	98	James E. Ogilvie, Parrsboro, N.S.
83,437	George M. Warner...	Weymouth.....	"	1887	Plympton, N.S.....	80 4	23 5	8 8	94	Joseph H. Potter, M.O., Plympton, N.S.
59,989	George Manly.....	Toronto.....	Barge—Chd	1871	Quebec, Que.....	142 5	26 0	11 0	284	W. A. Clark, jr., et al., Collingwood, Ont.
107,233	George T. Davie....	Quebec.....	"	1898	St. Joseph de Lévis, Que.	177 5	35 0	12 5	680	J. L. Davie, Lévis, Que.
90,514	George T. Hay.....	Parrsboro'.....	Ship—3 m	1887	Parrsboro, N.S.....	235 6	42 0	23 6	1647	G. D. Spicer, Spencer's Island, N.S.
77,918	Geo. W. Lee.....	Port Hope.....	Schr—Glt	1876	Oak Orchard, U.S.A....	32 0	11 2	4 0	8	A. Covell, Brighton, Ont.
111,775	Geo. W. Prescott...	Victoria.....	"	1893	Irondale, Wash., U.S.A.	57 2	18 8	7 5	39	C. J. V. Gullin, Victoria, B.C.
100,874	Georgia E.....	St. John, N.B....	"	1893	Cambridge, N.B.....	80 0	27 1	7 0	89	W. H. White, Cambridge, N.B.
107,997	Georgian.....	Victoria.....	Barge—Chd	1898	Victoria, B.C.....	109 0	36 5	7 5	394	Canadian Development Co., Ltd., Vic- toria, B.C.
75,687	Georgiana.....	Quebec.....	Schr—Glt	1878	St. Irenée, Que.....	45 0	14 0	5 9	22	Amable Bouchard, La Petite Rivière, St. François Xavier, Que.
100,454	Georgiana.....	"	"	1892	Crane Island, Que.....	61 8	20 0	6 6	48	Jos. Deslaurier, Rivière du Loup, Que.
92,546	Georgiana.....	Montreal.....	Sloop.....	1886	Valleyfield, Que.....	83 6	19 0	4 9	46	O. Scoffe, Valleyfield, Que.
90,885	Georgiana.....	Yarmouth.....	Schr—Glt	1888	Shelburne, N.S.....	81 0	22 4	9 5	90	Henry Lewis, Yarmouth, N.S.*
94,835	Georgie Linwood...	Digby.....	"	1871	Bristol, Me., U.S.A....	47 3	15 7	5 7	25	Hubert Johnson, et al., Granville, N.S.
.....	Germany.....	Montreal.....	Barge—Chd	1870	Lanoraie, Que.....	92 1	22 0	6 7	97	T. Pelouquin, St. Roch, Que.
100,736	Gertie.....	Windsor, N.S....	Schr—Glt	1893	Walton, N.S.....	63 6	20 0	6 6	45	F. W. Ogilvie, Parrsboro, N.S.
107,997	Gertie Bell.....	Canso.....	"	1900	Country Harbour, N.S..	37 0	13 2	6 1	15	Arch. Cook, Country Harbour, N.S.
80,996	Gertie Belle.....	Guysboro'.....	"	1885	"	40 8	15 8	6 0	15	C. H. Blackadar, Halifax, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.		
100,537	Gertie H. ....	Digby .....	Schr—Glt .....	1894	Tiverton, N.S. ....	54 0	17 3	6 3	32	James Paterson, St. John, N.B.
100,447	Gertie Lewis .....	Canso .....	" .....	1868	Booth's Bay, Me., U.S.A.	76 3	22 6	7 5	71	J. J. Sangster, (Haysboro', N.S.
107,330	Gertie M. Starr .....	Halifax .....	" .....	1901	Owl's Head, N.S. ....	44 0	14 0	5 7	16	Wm. Murphy, Owl's Head, N.S.
111,872	Gertrude L. ....	Yarmouth .....	" .....	1903	Port Clyde, N.S. ....	94 7	24 9	9 9	99	Chas. D'Entremont, Pubnico, N.S.
103,282	Gilknockie .....	Chatham, N.B. ....	" .....	1890	Caracquet, N.B. ....	32 8	12 3	4 8	11	R. Young, M.O., Caracquet, N.B.
107,931	Gilley, No. 1. ....	New Westminster .....	Barge—Chd .....	1900	New Westminster, B.C.	72 0	24 0	6 0	104	James R. Gilley, M.O., New Westminster, B.C.
111,595	Gilley, No. 2. ....	" .....	" .....	1901	" .....	85 0	26 0	7 0	124	" .....
100,136	Gimli .....	Winnipeg .....	" .....	1892	Gimli, Man. ....	64 0	13 0	4 7	30	J. Hannesson, M.O., Gimli, Man.
92,339	Gipsy .....	Parrsboro' .....	Schr—Glt .....	1887	Waterside, N.B. ....	52 3	16 9	5 9	33	Wm. Ogilvie, Parrsboro', N.S.
103,086	Gipsy .....	Chatham, N.B. ....	" .....	1894	Caracquet, N.B. ....	42 8	13 7	6 0	20	W. S. Loggie Co., Ltd., Chatham, N.B.
111,848	Gipsy .....	" .....	" .....	1902	" .....	39 0	13 0	5 9	15	Wm. Fruing & Co., Ltd., Jersey.
.....	Gipsy Queen .....	Kingston .....	Barge—Chd .....	1870	Dog Lake, Ont. ....	94 4	19 6	5 5	88	David Eligh, Marlborough, Ont.
59,497	Girl I Love .....	Lunenburg .....	Schr—Glt .....	1872	West Dublin, N.S. ....	50 6	17 0	6 9	29	Abraham Street, Burin, Nfld.
72,332	Glad Tidings .....	St. John, N.B. ....	" .....	1878	Greenwich, N.B. ....	77 0	26 4	6 7	75	Josiah Christopher, Hopewell, N.B.



## SESSIONAL PAPER No. 21b

100,989	Gladiator	Chatham, N.B.	"	1888	Caraquet, N.B.	36 0	12 3	4 6	11 P. Rive, Caraquet, N.B.
	Gladstone	Kingston	"	1869	Dog Lake, Ont.	102 5	25 5	8 8	175 Thos. Currie, Seaforth, Ont.
100,964	Gladstone	Chatham, N.B.	"	1888	Caraquet, N.B.	34 3	11 6	4 6	10 P. Rive, Caraquet, N.B.
103,753	Gladys B. Smith	Lunenburg	"	1897	Lunenburg, N.S.	98 3	25 3	10 0	99 B. C. Smith, Lunenburg, N.S.
111,432	Gladys Elena	Halifax	"	1902	Mahone Bay, N.S.	39 7	13 2	6 0	16 Charles Twobig, Pennant, N.S.
97,150	Gleaner	St. Andrews	Schr—Glt	1879	West Point, N.S.	34 0	13 0	5 0	13 Mrs. Victoria Cook, St. George, N.B.
85,469	Gleaner	Quebec	"	1883	Little Metis, Que.	64 5	20 0	7 0	60 Juste Dufour, Grand Bay, Saguenay, Que.
75,679	Gleaner	"	"	1877	Esquimaux Point, Que.	56 7	18 0	7 3	41 Benj. Landry, Esquimaux Point, Que.
94,979	Gleaner	Halifax	"	1871	Essex, Mass., U.S.A.	71 0	20 8	6 5	57 William Jennex, Jeddore, N.S.
100,910	Gleaner	Chatham, N.B.	"	1893	Caraquet, N.B.	38 0	12 3	5 2	13 L. Lanteigne, Caraquet, N.B.
103,874	Gleaner	Montreal	Sloop	1897	Ste. Anne de Bellevue, Que.	68 6	14 0	3 5	28 A. St. Denis, Ste. Anne de Bellevue, Que.
111,445	Gleaner	Ottawa	Scow—Chd	1898	East Bay, Que.	53 0	13 0	4 4	20 Mrs. Sarah A. Kelly, Kippewa, Que.
100,003	Glenafon	Annapolis	Bktn—Bkgt	1890	Granville, N.S.	134 8	31 5	12 4	344 F. W. Pickels, Annapolis, N.S.
100,114	Glenara	Parrsboro'	Schr—Glt	1891	Spencer's Island, N.S.	75 7	23 9	6 3	72 E. Kinnie, Riverside, N.B.
61,599	Glendora	Shelburne	"	1876	Jordan River, N.S.	41 0	12 5	5 0	12 Jacob L. Jones, Jordan River, N.S.
	Glengarry	Montreal	Barge—Chd	1872	Lancaster, Ont.	120 0	22 6	9 8	260 Montreal Transportation Co., Montreal, Que.
107,916	Glenita C.	St. Andrews	Sloop	1898	Grand Manan, N.B.	29 3	11 6	6 4	12 Geo. E. Matthews, St. George, N.B.
85,478	Glenora	Liverpool	Schr—Glt	1883	Jordan River, N.S.	70 0	22 2	8 8	76 S. J. Balcom, Sheet Harbour, N.S.
111,742	Glenwood	Lunenburg	"	1902	Clyde River, N.S.	100 3	24 9	9 7	99 J. E. Backman, Lunenburg, N.S.
80,831	Glide	"	"	1879	East Port Medway, N.S.	39 3	14 3	5 6	16 F. A. Smith, Cape Sable Island, N.S.
90,754	Glide	St. John, N.B.	"	1886	Waterborough, N.B.	76 5	26 3	6 8	80 M. H. Tufts, St. John, N.B.
96,782	Glide	Halifax	"	1888	Hackett's Cove, N.S.	33 6	13 5	5 0	10 Sydney H. Garrison, Peggy's Cove, N.S.
107,319	Globe	"	"	1890	Lockeport, N.S.	57 3	16 9	7 8	32 Charles W. Hart, Sambro, N.S.
100,108	Glooscap	Parrsboro'	Ship—3 m	1891	Spencer's Island, N.S.	238 1	42 9	23 9	1721 George D. Spicer, Spencer's Island, N.S.
106,920	Gloria	Toronto	Cutter	1898	Southampton, Ont.	57 0	12 4	7 0	21 Henry C. McLeod, Halifax, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,752	Glyndon.....	Lunenburg.....	Schr—Glt.....	1897	LaHave, N.S.....	92 9	24 9	10 0	99	E. Wentzel, Ritey's Cove, N.S.
107,840	Gog.....	Victoria.....	Barge—Chd.....	1901	Victoria, B.C.....	95 0	30 3	6 8	132	Louis O. Gamett, Victoria, B.C.
64,573	Gold Finder.....	St. John, N.B.....	Wdbr—Bab.....	{ 1871 1886	{ Westfield, N.B.....	72 2	25 3	7 2	69	S. W. Boyd, Penfield, N.B.
77,612	Gold Hunter..	Amherst, M.I.....	Schr—Glt.....	1878	Mahone Bay, N.S.....	57 5	18 5	7 1	41	J. N. Arseneau, House Harbour, Mag- dalen Islands, Que.
103,203	Gold Seeker ..	Liverpool.....	".....	1896	Liverpool, N.S.....	109 0	27 0	10 6	199	A. W. Hendry, Liverpool, N.S.
107,775	Gold Seeker ..	Chatham, N.B.....	".....	1900	Carquet, N.B.....	36 4	12 8	5 5	13	C. Robin, Collas & Co., Ltd., Jersey.
92,586	Golden Bow ..	Gaspé.....	".....	1891	Anticosti, Que.....	61 2	20 0	8 7	61	Jos. Trepanier, St. Shimon, Que.
107,870	Golden Crown No. 1	Dawson.....	Dredge—drague.	1902	White Horse, Y.T.....	85 0	25 0	5 0	114	William Ogilvie, White Horse, Y.T.
100,228	Golden Dawn ..	Halifax.....	Schr—Glt.....	1893	Chezetcook, N.S.....	53 8	18 9	8 8	46	G. J. Comrod, Chezetcook, N.S.
	Golden Harbor.....	Windsor, Ont.....	Scow—Chd.....	1873	Belle River, Ont.....	68 6	17 7	4 6	42	A. Ouellette, Belle River, Ont.
100,270	Golden Light.....	Windsor, N.S.....	Schr—Glt.....	1892	Blomidon, N.S.....	45 5	16 0	5 9	24	Sir F. W. Borden, Canning, N.S.
100,271	Golden Rod ..	".....	Bktn—Bkgt.....	1892	Kingsport, N.S.....	160 0	36 0	13 2	533	Samuel Reynard, New York, U.S.A.
96,766	Golden Rule.....	Port Hawkesbury ..	Schr—Glt.....	1892	Port Hawkesbury, N.S.	55 6	17 2	7 2	42	J. P. Savage, Amherst, Magdalen Islands, Que.
107,062	Golden Rule ..	St. John, N.B.....	".....	1897	Canning, N.B.....	62 0	23 0	6 3	55	R. S. Orsberg, St. John, N.B.

## SESSIONAL PAPER No. 21b

107,432	Golden Rule.....	St. Andrews.....	"	1882	Kennebunk, Me., U.S.A.	62 0	18 2	6 7	49	Wm. Cline, Campo Bello, N.B.
112,132	Golden Rule.....	Shelburne.....	"	1902	Shelburne, N.S.	104 0	25 5	9 7	148	Zeph. Nickerson, Port Clyde, N.S.
94,963	Golden Seal.....	Halifax.....	"	1889	Pleasantville, N.S.	50 0	18 0	7 0	32	George E. Boak, Halifax, N.S.
107,472	Goldie G.....	Digby.....	"	1899	Young's Cove, N.S.	44 5	12 6	5 2	15	Watson Guest, <i>et al.</i> , Young's Cove, N.S.
83,026	Gondola.....	Wallaceburg.....	Barge—Chd.....	1881	Wallaceburg, Ont.	102 4	23 8	6 0	91	E. Houston, Dresden, Ont.
96,850	Good News.....	Sarnia.....	Schr—Glt.....	1894	Sand Beach, U.S.A.	42 0	13 0	4 5	18	Albert E. Maude, Toronto, Ont.
103,877	Grace.....	Montreal.....	Scow—Chd.....	1894	Toledo, Ohio, U.S.A.	91 6	26 7	5 4	106	The Montreal Sand & Gravel Co., Ltd., Montreal, Que.
107,987	Grace.....	Shelburne.....	Schr—Glt.....	1900	Sable River, N.S.	63 3	19 5	7 8	53	Anthony D. Giffin, Osborne, N.S.
100,850	Grace.....	Lunenburg.....	"	1894	Shelburne, N.S.	88 0	23 6	9 0	99	Daniel Getson, LaHave, N.S.
103,544	Grace D.....	Halifax.....	"	1896	Pennant, N.S.	34 2	10 6	4 8	10	J. Maryatt, Pennant, N.S.
112,131	Grace D. Day.....	Shelburne.....	"	1902	Sable River, N.S.	57 4	18 5	7 0	39	C. Locke, Lockeport, N.S.
111,747	Grace Darling.....	Lunenburg.....	"	1902	Mahone Bay, N.S.	96 8	25 0	10 5	100	Warden Dauphinee, St. Margaret's Bay, N.S.
111,674	Grace Darling.....	Parrsboro'.....	"	1901	Lower Selmah, N.S.	82 7	25 7	8 4	97	Josiah Soley, Economy, N.S.
107,910	Grace & Ethel.....	St. Andrews.....	Sloop.....	1899	St. John, N.B.	34 0	13 0	5 5	16	Robert Ingersoll, Grand Manan, N.B.
107,534	Gracie C.....	St. John, N.B.....	"	1898	Milledgeville, N.B.	24 7	7 3	2 3	3	G. B. D. Burton, St. John, N.B.
96,765	Granada.....	Port Hawkesbury.....	Schr—Glt.....	1857	Essex, Mass., U.S.A.	67 8	19 1	7 7	58	A. F. Cameron, Sherbrooke, N.S.
101,296	Grandee.....	Sydney.....	Barge—Chd.....	1873	Portsmouth, U.S.A.	197 2	38 5	23 8	1262	The Dominion Coal Co., Ltd., Montreal, Que.
88,220	Grandee.....	Halifax.....	Schr—Glt.....	1883	Mahone Bay, N.S.	37 5	12 9	6 0	14	John Martin, Pennant, N.S.
107,741	Granger.....	Pictou, Ont.....	"	1899	Stella, Ont.	50 0	14 1	14 5	21	John Flynn, Pictou, Ont.
92,668	Grant.....	Ottawa.....	Barge—Chd.....	1887	Hull, Que.	112 0	23 0	7 6	146	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
75,641	Grantham.....	St. Catharines.....	Schr—Glt.....	1873	Port Robinson, Ont.	140 0	23 7	11 7	325	Ira A. Breck, Garden Island, Ont.
90,746	Grayling.....	Sydney.....	"	1885	Rothsay, N.B.	41 6	16 0	4 9	21	Angus McLeod, Sydney, N.S.
100,992	Great Mogul.....	Chatham, N.B.....	"	1888	Caraquet, N.B.	34 0	13 0	4 4	11	P. Rive, Caraquet, N.B.
107,996	Green Linnet.....	Canso.....	"	1886	Tancook, N.S.	37 0	12 0	6 0	12	John D. Ryan, Canso, N.S.
107,435	Greenback.....	St. Andrews.....	"	1899	Meteghan, N.S.	38 0	14 7	8 0	22	Charles E. King, Grand Manan, N.B.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10. lbs.	Ft. 10. lbs.	Ft. 10. lbs.		
111,683	Greenwood.	Shelburne	Schr—Glt	1901	Shelburne, N.S.	70 0	21 5	8 9	71	Edward P. Greenwood, North East Harbour, N.S.
90,862	Grenada	Lunenburg	"	1886	Conquerall, N.S.	76 8	23 0	9 0	93	J. W. Huft, Port Medway, N.S.
94,725	Grenada	Windsor, N.S.	Bktn—Bkglt	1888	Horton, N.S.	161 0	34 6	15 1	635	J. T. North, Hantsport, N.S.
96,702	Grenville	Ottawa	Barge—Chd	1889	Grenville, Que.	111 0	22 8	7 3	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,568	Grequeland	Parrsboro'	Schr—Glt	1900	Port Greville, N.S.	106 2	28 5	9 4	166	Reynolds Harrington, Sydney, N.S.
107,972	Greta	Dorchester	"	1899	Dorchester, N.B.	103 0	28 3	8 7	146	Hiram W. Palmer, Dorchester, N.B.
90,512	Greville	Parrsboro'	"	1887	Parrsboro', N.S.	65 6	19 1	7 6	57	L. H. Baird, Wolfville, N.S.
92,508	Grey Eagle	St. Andrews	"	"	Booth Bay, Me., U.S.A.	32 6	11 9	7 0	13	B. Dick, St. George, N.B.
111,411	Grilse	Lunenburg	"	1900	Lunenburg, N.S.	63 0	18 6	7 5	38	George J. Troop, Halifax, N.S.
72,719	Grimshy	St. Catharines	"	1874	St. Catharines, Ont.	137 3	26 2	11 8	331	James Matthews, Toronto, Ont.
92,418	Grip	Chatham, N.B.	"	1889	Tracadie, N.B.	37 3	13 2	5 0	12	Gervais Chenard, Caraquet, N.B.
66,602	Grizelda	Sydney	"	1870	Great Bras d'Or, N.S.	63 8	20 0	8 9	61	Wm. Carey, Little Bras d'Or, N.S.
107,958	Guardian	Lunenburg	"	1900	La Have, N.S.	94 8	24 6	9 8	100	Walter C. Boak, Halifax, N.S.
71,072	Guest	Amherstburg	"	1891	Toussaint, U.S.A.	45 3	13 3	4 6	11	W. L. Carr, Kingston, Ont.

## SESSIONAL PAPER No. 21b

88,539	Guide	Halifax	"	1885	Eel Brook, N.S.	59 2	18 9	6 5	38	Joseph Poirier, D'Escousse, N.S.
100,790	Guiding Star	Chatham, N.B.	"	1890	Caraquet, N.B.	35 9	12 6	4 4	11	R. Young, M.O., Caraquet, N.B.
107,763	Guinea	Charlottetown	"	1900	Cape Egnont, P.E.I.	32 5	11 6	4 7	10	Boyce Harding, French River, P.E.I.
111,551	Guior	St. Andrews	Sloop	1898	West Isles, N.B.	40 6	13 4	6 0	17	Wm. M. Kent, Grand Manan, N.B.
103,394	Gull	Deseronto	"	1865 1896	Ogdensburg, N.Y., U.S.A.	52 0	15 0	5 0	25	Peter Côté, Belleville, Ont.
59,396	Gurtie Westbrook	St. Andrews	Schr—Glt	1873	West Isles, N.B.	34 0	12 8	5 4	16	James Cline, West Isles, N.B.
74,217	Gustave Adolphe	Montréal	Sloop	1875	St. Aimé, Que.	93 0	23 2	6 2	90	Ignace Caron, St. Aimé, Que.
100,279	Gypsum Emperor	Windsor, N.S.	Schr—Glt	1892	Parrsboro', N.S.	179 2	36 2	16 2	695	Gypsum Packet Co., Ltd., Windsor, N.S.
100,731	Gypsum Empress	"	s	1892	Horton, N.S.	174 0	36 4	16 5	723	" " "
94,865	Gypsum King	Parrsboro'	"	1890	Parrsboro', N.S.	161 0	37 4	17 6	639	E. W. Dimock, Windsor, N.S.
94,870	Gypsum Queen	"	"	1891	"	135 5	37 8	16 0	609	" " "
85,750	H. B.	Quebec	"	1883	Esquimaux Point, Que.	63 5	21 0	8 2	57	Hypolite Boudreault, Esquimaux Point, Que.
96,862	H. B.	Prescott	Barge—Chd	1890	Montreal, Que.	170 7	33 8	13 0	541	Jas. Buckley, Prescott, Ont.
107,489	H. A. Barr	Sault Ste. Marie	Schr—Glt	1893	West Bay City, Mich., U.S.A.	220 0	35 0	16 0	900	Algona Central Railway, Sault Ste. Marie, Ont.
96,756	H. A. Holder	St. John, N.B.	"	1889	Greenwich, N.B.	81 7	27 0	7 1	94	A. A. McIntyre, St. John, N.B.
94,745	H. B. Homan	"	"	1888	Portland, N.B.	131 6	31 2	10 6	299	Robt. C. Elkin, St. John, N.B.
111,418	H. H. Kitchener	Lunenburg	"	1900	La Have, N.S.	90 2	25 0	10 0	100	John W. Hanghu, La Have, N.S.
111,678	H. J. Logan	Parrsboro'	"	1902	Parrsboro', N.S.	175 3	37 3	18 9	772	D. S. Howard, Parrsboro', N.S.
90,814	H. M. Ballou	Port Hope	"	1867	Oak Orchard, U.S.A.	80 9	17 7	6 4	52	E. Goldring, Toronto, Ont.
72,580	H. M. Stanley	Kingston	"	1873	Port Dalhousie, Ont.	132 3	25 6	11 7	305	The Morden Transit Co., Ltd., Midland, Ont.
96,957	H. M. Stanley	St. John, N.B.	"	1890	Newcastle, N.B.	76 2	27 5	7 0	98	John B. Hawkes, Canning, N.B.
80,951	H. N. Todman	Windsor, Ont.	"	1867	Wellington, Ont.	92 2	22 6	8 3	110	Wm. Stone Rice, Puce, Ont.
90,619	H. R. Emmerson	Moncton	"	1890	Coverdale, N.B.	78 5	24 8	7 7	98	John L. Peck, Hillsboro', N.B.

## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 100ths	Ft. 100ths	Ft. 100ths		
80,899	H. T. Walcott .....	Ottawa .....	Barge—Chd .....	1880	Hull, Que. ....	110 0	22 1	7 8	163	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,856	H. Auger .....	Quebec .....	Schr—Glt .....	1892	Les Ecoreuils, Que. ....	54 6	15 6	6 6	37	Joseph N. Dussault, Les Ecoreuils, Que.
66,043	H. Lebranche. ....	" .....	Barge—Chd .....	1872	Ste. Geneviève de Batis- can, Que.	92 9	20 5	6 7	87	Z. LeBrun, St. Aimé, Que.
112,284	Haines Bros .....	Digby .....	Schr—Glt .....	1902	Meteghan, N.S. ....	55 6	17 8	6 9	46	Ed. Haines, <i>et al.</i> , Freeport, N.S.
75,499	Halcyon .....	Charlottetown .....	" .....	1877	Brudenel River, P.E.I. ....	48 5	15 3	5 4	24	William Sencabaugh, Georgetown, P.E.I.
90,730	Halicia .....	Halifax .....	Cutter .....	1887	Dartmouth, N.S. ....	33 2	6 4	5 5	6	Samuel Trott, Seaton, Eng.
92,482	Hamburg .....	Windsor, N.S. ....	Bk—Bq .....	1886	Hantsport, N.S. ....	216 2	43 0	24 0	1649	Ship Hanburg Co., Ltd., Hantsport, N.S.
111,681	Hamilton .....	Montreal .....	Barge—Chd .....	1901	Hamilton, Ont. ....	202 2	41 0	13 1	799	Montreal Transportation Co., Montreal, Que.
100,798	Handy No. 1 .....	Victoria .....	Scow—Chd .....	1888	Tacoma, Wash., U.S.A. ....	76 0	26 0	6 0	103	Sayward Mills & Timber Co., Ltd. Victoria, B.C.
59,129	Hannah D. ....	St. John, N.B. ....	Schr—Glt .....	1898	St. John, N.B. ....	75 6	22 6	7 9	76	James Donovan, Castletown, Cork Co., Ireland.
75,552	Hannah Eldridge .....	Charlottetown .....	" .....	" .....	U.S.A. ....	67 0	20 8	7 7	57	Thos. A. Roberts, Murray Harbour, South, P.E.I.
80,650	Happy Home .....	Yarmouth .....	" .....	1883	Salmon River, N.S. ....	41 0	13 8	6 1	14	John Pugh, Westport, N.S.
100,815	Happy Home .....	Barrington .....	" .....	1894	Cape Negro, N.S. ....	36 0	11 3	4 5	10	W. H. Harris, Halifax, N.S.
111,849	Happy Home .....	Chatham, N.B. ....	" .....	1902	Caracquet, N.B. ....	40 0	13 0	5 7	16	H. LeBouthillier, Caracquet, N.B.



## SESSIONAL PAPER No. 21b

36,709	Harc.	Paspelac.	"	1865	Paspelac, Que.	55 0	16 0	5 9	24	Wm. Buttle, New Carlisle, Que.
111,703	Harold.	Lunenburg	"	1901	Mahone Bay, N.S.	90 8	24 7	10 0	100	Abraham Ernst, Mahone Bay, N.S.
107,119	Harold J. Parks	"	"	1898	La Have, N.S.	82 6	24 8	9 8	99	L. B. Currie, M.O., West Dublin, N.S.
100,956	Harold N.	Chatham, N.B.	"	1893	Shippegan, N.B.	36 4	12 1	4 7	12	W. S. Loggie Co., Ltd., Chatham, N.B.
94,839	Harrie.	St. Andrews.	"	1882	Brier Island, N.B.	30 0	12 2	6 2	14	Abram Mathews, Campo Bollo, N.B.
97,038	Harry	Yarmouth	Egtn—Bkgt	1891	Beaver River, N.S.	92 4	25 0	9 9	144	Henry Lewis, Yarmouth, N.S.
80,895	Harry	Ottawa.	Barge—Chd	1879	Ottawa, Ont.	111 1	22 0	7 4	166	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,119	Harry	Parrsboro'	Schr—Glt	1892	Port Greville, N.S.	153 8	35 0	12 5	422	C. T. White, Apple River, N.S.
80,825	Harry B.	Liverpool	"	{ 1880 1898	{ Bridgewater, N.S. Liverpool, N.S.	67 0	21 8	8 8	67	J. H. Smith, et al., Brooklyn, N.S.
111,839	Harry C.	Digby	"	1902	Salmon River, N.S.	33 0	10 0	5 7	16	Fred. J. Coggins, Westport, N.S.
107,342	Harry C. Ellis	Yarmouth	"	1901	Pubnico, N.S.	45 0	13 4	7 0	16	Geo. A. Shand, Pubnico, N.S.
107,678	Harry G. Underwood	Quebec	Barge—Chd	1890	Troy, N.Y., U.S.A.	97 0	18 8	6 4	96	J. S. Thom, Quebec, Que.
107,951	Harry Lewis	Lunenburg	Schr—Glt	1899	La Have, N.S.	85 4	23 1	9 8	83	Wm. C. Smith, Lunenburg, N.S.
80,391	Harry Morris	St. John, N.B.	"	1882	Parrsboro', N.S.	77 4	24 1	8 0	98	Robert Carson, St. Martin's, N.B.
103,744	Harry Smith	Lunenburg.	"	1896	Lunenburg, N.S.	81 7	24 1	9 3	91	J. H. Wilson, Lunenburg, N.S.
111,693	Harry Troop.	Liverpool	"	1901	Liverpool, N.S.	116 6	28 0	10 6	199	George J. Thobourn, et al., Sandy Point, N.S.
96,758	Harry W. Lewis	St. John, N.B.	"	1889	Hopewell Cape, N.B.	121 6	31 5	11 0	297	F. W. Sumner, Moncton, N.B.
.....	Harvest	Montreal	Barge—Chd	1870	Montreal, Que.	120 4	22 3	10 5	202	Alphonse Desrosier, Lanoraie, Que.
103,263	Harvest Home	St. John, N.B.	Schr—Glt	1896	Cambridge, N.B.	64 2	23 3	5 9	53	R. D. B. Flower, Gibson, N.B.
54,081	Harvest Home	Lunenburg	"	1896	Mahone Bay, N.S.	68 7	20 1	8 1	68	Geo. Currie, Rose Blanche, Nfld.
92,491	Harvest Queen	Windsor, N.S.	Ship—3 m	1887	Cornwallis, N.S.	257 0	45 0	24 6	1894	The Ship Harvest Queen Co., Ltd., Wolfville, N.S.
107,587	Harvey	Lindsay	Barge—Chd	1897	Bobaygeon, Ont.	70 0	18 6	5 0	65	Robert Kennedy, Lindsay, Ont.
107,811	Hastings	Peterborough.	"	1897	Burnett's Mills Landing, Ont.	61 0	15 5	4 5	36	Frank Burnett, Birdsal, Ont.
100,257	Hathor	Halifax	Cutter	1895	Dartmouth, N.S.	34 0	8 9	5 3	6	Harry T. Jones, Halifax, N.S.
88,401	Hattie.	Digby	Schr—Glt	1894	Green Cove, N.S.	57 8	17 5	6 6	37	E. C. Bowers, Westport, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
100,327	Hattie.....	Yarmouth.....	Schr—Glt.....	1892	Argyle, N.S. ....	33 0	12 6	5 0	10	R. Ellenwood, Yarmouth, N.S.
100,388	Hattie.....	Sydney .....	" .....	1894	Aspy Bay, N.S.....	54 7	17 0	5 8	27	W. J. Nanns, Halifax, N.S.
83,296	Hattie Ann.....	Kingston.....	Sloop.....	1883	Cranberry Lake, Ont .....	84 4	17 4	4 8	51	James Mullens, Belleville, Ont.
85,598	Hattie C.....	St. John, N.B.....	Schr—Glt.....	1883	Hopewell Cape, N.B.....	97 5	28 4	10 0	160	Hugh Gillespie, Parrsboro', N.S.
90,647	Hattie Emlene .....	Yarmouth .....	" .....	1885	Pubnico, N.S. ....	31 1	13 7	4 9	11	Chas. Reynolds, Port La Tour, N.S.
94,622	Hattie H.....	Ottawa.....	Barge—Chd.....	1888	Ottawa, Ont .....	108 0	23 0	6 0	134	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,437	Hattie L.....	St. Andrews.....	Sloop.....	1890	Musquash, N.B.....	29 6	12 0	5 6	12	Francis A. Cheuey, Grand Manan, N.B.
107,641	Hattie L. M.....	Lunenburg.....	Schr—Glt.....	1899	Malone Bay, N.S. ....	86 4	23 5	9 6	88	Peter B. Zwicker, Mahone Bay, N.S.
111,516	Hattie Louise.....	St. John, N.B .....	Sloop.....	1898	Seal Cove, N.B.....	33 9	13 0	5 0	11	James W. Wooster, Grand Manan, N.B.
103,722	Hattie McKay.....	Parrsboro' .....	Schr—Glt.....	1896	Parrsboro', N.S. ....	68 1	22 2	7 3	74	Jas. H. Card, Parrsboro', N.S.
100,888	Hattie Muriel.....	St. John, N.B .....	" .....	1894	Scotch Town, N.B .....	79 5	26 4	6 8	85	J. A. Wasson, St. John, N.B.
80,799	Hattie T.....	Digby.....	" .....	1883	Beaver River, N.S.....	42 5	14 6	5 7	16	Samuel W. Kendrick, et al., Shag Harbour, N.S.
107,480	Hattie & Eva.....	" .....	Sloop.....	1903	Freeport, N.S.....	32 4	11 2	5 2	11	Milton Haines, et al., Freeport, N.S.
83,445	Hattie.....	Victoria.....	Schr—Glt.....	1882	Victoria, B.C.....	74 7	22 8	7 5	72	Victoria Sealing Co., Ltd., Victoria, B.C.

## SESSIONAL PAPER No. 21b

111,996	Havelock.....	Annapolis.....	"	1901	Bridgetown, N.S.....	112 0	30 3	11 2	212	C. D. Pickels, Annapolis, N.S.
38,373	Havelock.....	Halifax.....	"	1888	River Inhabitants, N.S.	67 5	20 4	9 1	78	H. J. Pye, Spanish Ship Harbour, N.S.
83,463	Havelock.....	St. Andrews.....	"	1852	Newark, Conn., U.S.A.	48 0	17 0	7 0	33	W. James, Campo Bello, N.B.
88,372	Hawk Eye.....	Victoria.....	Sloop.....	.....	Washington, U.S.A.....	29 6	11 6	3 0	6	Chas. N. Baker, Victoria, B.C.
107,965	Hazel B. Mosher....	Lunenburg.....	Schr—Glt.....	1900	Mahone Bay, N.S.....	80 7	23 3	9 1	72	C. Edwin Kaulbach, Lunenburg, N.S.
80,643	Hazel Dell.....	Yarmouth.....	"	1883	Pubnico, N.S.....	79 9	21 9	9 1	87	E. F. Parker, Yarmouth, N.S.
85,554	Hazel Glen.....	"	"	1884	"	81 8	22 4	8 8	96	E. K. Spinney, Yarmouth, N.S.
111,640	Hazel L. K.....	Lunenburg.....	"	1901	Mahone Bay, N.S.....	88 2	24 5	9 5	88	Thomas Hamm, Lunenburg, N.S.
111,688	Hazelwood.....	Shelburne.....	"	1902	Brighton, N.S.....	50 1	16 7	7 2	23	D. W. Lloyd, Brighton, N.S.
92,372	Hazelwoode.....	St. John, N.B.....	"	1888	Moss Glen, N.B.....	93 3	26 6	7 6	114	James Jardine and John Jardine, Weston, N.B.
77,732	Heather Bell.....	Digby.....	"	1879	Beaver River, N.S.....	40 2	13 3	5 1	13	H. E. Gillis, et al., Annapolis, N.S.
71,145	Heather Belle.....	Goderich.....	"	1868	Pictou, Ont.....	93 0	22 3	7 8	121	R. Gawley, Eastnor, Ont.
103,548	Hebe.....	Halifax.....	Sloop.....	1896	Mahone Bay, N.S.....	40 2	10 6	3 0	8	J. M. Allen, Halifax, N.S.
38,468	Hector.....	Arichat.....	Schr—Glt.....	1895	River Bourgenise, N.S.	59 8	17 9	7 6	34	Geo. Walker, Basin River Inhabitants, N.S.
88,694	Hector.....	St. John, N.B.....	Bktn—Bkgt.....	1885	St. John, N.B.....	156 6	32 6	13 0	498	Chas. McL. Troop, St. John, N.B.
90,735	Hector.....	Port Hawkesbury....	Schr—Glt.....	1886	Basin River Inhabitants, N.S.	31 0	10 5	4 7	11	Nicholas McDonald, River Inhabitants, N.S.
80,699	Hector.....	Montreal.....	Barge—Chd.....	(1882 } 1896 }	Kingston, Ont.....	170 3	35 5	11 9	539	Montreal Transportation Co., Montreal, Que.
90,859	Hector W. McG....	Port Hawkesbury....	Schr—Glt.....	1886	Lunenburg, N.S.....	79 9	23 5	9 0	99	Walter Murray, M.O., Port Hawkesbury, N.S.
77,879	Hedwidge.....	Quebec.....	"	1879	Cap St. Ignace, Que.	62 0	20 3	5 6	44	Evan John Price, Quebec, Que.
83,377	Helen.....	Toronto.....	"	1882	Oakville, Ont.....	79 3	19 7	5 4	61	J. H. Goldring, Toronto, Ont.
103,876	Helen.....	Montreal.....	Scow—Chd.....	1894	Toledo, Ohio, U.S.A.....	96 6	26 7	5 4	105	Montreal Sand & Gravel Co., Ltd. Montreal, Que.
100,067	Helen E. Kenney....	St. John, N.B.....	Schr—Glt.....	1891	Black River, N.B.....	126 8	30 2	11 5	294	Howard D. Troop, St. John, N.B.
66,894	Helen H.....	"	Wdgt—Babb.....	1873	Newcastle, N.B.....	67 3	24 0	6 3	55	R. P. Solely, Lower Economy, N.S.
103,020	Helen M.....	Parsboro'.....	Schr—Glt.....	1895	Port Greville, N.S.....	64 0	21 6	7 2	62	B. Hatfield, Advocate, N.S.
90,734	Helen M. Crosby....	Port Hawkesbury....	"	1865	Essex, Mass, U.S.A.....	72 5	20 9	7 1	64	A. F. Cameron, Sherbrooke, N.S.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
100,544	Helen Mand	Digby	Schr—Glt	1896	Freeport, N.S.	43 5	15 6	6 1	26	C. McDormand, Westport, N.S.	
107,292	Helen Shafner	Annapolis	"	1899	Bridgetown, N.S.	107 0	29 6	10 1	180	F. W. Pickels and A. D. Mills, Annapolis, N.S.	
100,585	Helena	Montreal	Sloop	1892	Yamaska, Que.	109 0	22 8	9 3	131	Mrs. Alfred Charland, Yamaska, Que.	
100,117	Helena M.	Parrsboro'	Schr—Glt	1892	Parrsboro', N.S.	62 3	19 7	7 2	55	S. W. Woods, Parrsboro', N.S.	
85,563	Helena Maude	Barrington	"	1893	Shelburne, N.S.	86 0	24 0	9 7	97	Wm. Trenholm, Pictou Landing, N.S.	
72,672	Hellen	Victoria	Sloop	1877	Victoria, B.C.	37 5	11 4	4 0	11	E. Crowe Baker, Victoria, B.C.	
97,157	Henrietta	"	Schr—Glt	1886	Washington, U.S.A.	52 6	19 6	5 0	31	Thos. Flewin, Victoria, B.C.	
107,753	Henry Ellsworth	Charlottetown	"	"	Essex, Mass., U.S.A.	67 0	20 0	7 2	45	R. B. McLeod, French River, New London, P.E.I.	
48,356	Henry Fenwick	Halifax	"	1864	Booth Bay, Me., U.S.A.	64 0	19 0	6 8	43	L. Murphy, French Village, N.S.	
111,578	Henry Fitzhugh	Toronto	"	1866	Oswego, N.Y., U.S.A.	138 0	26 0	11 0	300	The Parry Sound Lumber Co., Ltd., Parry Sound, Ont.	
83,194	Henry G. Ives	Pictou, N.S.	"	1886	Merigonish, N.S.	68 4	22 1	7 8	68	A. LeBlanc, Arichat, N.S.	
103,717	Henry L.	Yarmouth	"	1898	Pubnico, N.S.	33 0	12 5	5 7	10	A. C. D'Entremont, Pubnico, N.S.	
103,311	Henry L. Phillips	Port Hawkesbury	"	1868	Booth Bay, Me., U.S.A.	74 8	21 6	7 6	78	John Arsenault, Magdalen Islands, Que.	
94,856	Henry Nickerson	Parrsboro'	"	1871	Bath, Me., U.S.A.	74 7	21 4	7 7	70	A. H. Boudrot, Arichat, N.S.	

## SESSIONAL PAPER No. 21b

75,902	Henry Swan	Chatham, N. B.	"	1878	Richbcto, N.B.	70 2	22 4	7 6	63	Edward, Sinclair, Newcastle, N. B.
83,061	Herbert	Ottawa	Barge—Chd	1880	Ottawa, Ont.	110 0	22 4	7 5	162	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
72,556	Herbert Dudley	Kingston	Schr—Glt	1875	Portsmouth, Ont.	120 0	24 5	10 1	199	De Witt Carter, Port Colborne, Ont.
83,439	Herbert Rice	Weymouth	"	1888	Weymouth, N.S.	99 4	25 5	9 0	149	James Cosman, Meteghan River, N.S.
100,994	Hercules	Chatham, N. B.	"	1891	Shippegan, N.B.	34 6	12 8	4 6	10	P. Rive, Caraquet, N. B.
88,630	Hercules	Windsor, Ont.	Dredge—Drague	1880	Detroit, Mich., U.S.A.	65 0	22 2	5 4	91	Thomas Reid, Walkerville, Ont.
107,345	Hermes	Yarmouth	Sloop	1899	U.S.A.	35 0	11 7	3 5	4	Irvine A. Lovitt, Yarmouth, N.S.
69,576	Hermine	Quebec	Schr—Glt	1873	St. Germain de Kimouski, Que.	40 0	13 6	6 4	20	Théophile Bouchard, Bay St. Paul, Que.
107,771	Heron	Chatham, N. B.	"	1899	Shippegan, N.B.	36 0	12 9	5 1	13	Wm. Fruing & Co., Ltd., Jersey
77,786	Hesperus	Halifax	"	1880	Port Medway, N.S.	43 4	13 6	6 2	17	Jas. Reyno, Herring Cove, N.S.
94,803	Hesperus	Victoria	"	1889	Vancouver, B.C.	35 5	12 3	5 5	20	James Hunter, Victoria, B.C.
83,259	Hettie May	Annapolis	"	1883	Granville, N.S.	41 0	14 0	5 8	15	J. C. Winchester, Granville, N.S.
77,756	Hiawatha	Shelburne	"	1880	Jordan River, N.S.	71 0	21 5	8 8	66	C. Hardy, Mahone Bay, N.S.
96,904	Hiawatha	Kingston	Barge—Chd	1899	Garden Island, Ont.	176 5	30 0	11 9	518	The Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
72,996	Highland Beauty	Toronto	Schr—Glt	1876	Oakville, Ont.	80 0	15 9	6 6	58	W. E. Lobbo, Picton, Ont.
69,097	Highland Jane	Halifax	"	1874	Jeddore, N.S.	52 0	17 1	7 4	32	H. E. Hill, Musquodoboit, N.S.
107,371	Highland Lass	Sydney	"	1899	Bras D'Or, N.S.	45 5	15 0	5 8	19	J. H. McKimmon, North Sydney, N.S.
88,255	Highlanda	St. John, N. B.	Bk—Bq	1883	Portland, N.B.	199 0	38 2	22 6	1234	H. D. Troop, St. John, N.B.
96,870	Hilda	Prescott	Barge—Chd	1898	Toronto, Ont.	160 0	30 0	12 3	418	The St. Lawrence Terminal Co., Ltd., Quebec, Que.
107,659	Hilda C.	Lunenburg	Schr—Glt	1899	Chester Basin, N.S.	97 0	25 0	10 2	99	S. W. Oxner, Lunenburg, N.S.
100,161	Hilda Maude	Port Hawkesbury	"	1891	La Have, N.S.	54 7	18 6	7 6	46	John Malcolm, et al., Port Malcolm, N.S.
103,708	Hillside	Yarmouth	Bktn—Bkgt	1897	Grangemouth, G.B.	158 0	33 1	13 1	439	Hillside Shipping Co., Ltd., Yarmouth, N.S.
73,942	Hiram	Ottawa	Barge—Chd	1876	Ottawa, Ont.	104 5	22 2	7 0	134	R. M. Easton, Merrickville, Ont.
59,991	Hiran Benson	Toronto	"	1871	Quebec, Que.	140 5	26 0	11 0	275	Jas. Playfair and W. A. Clark, jr., J.O., Collingwood, Ont.
41,616	Hirma	Quebec	Schr—Glt	1858	Rivière-du-Loup, Que.	57 5	17 8	7 8	44	Jos. Desrosiers, Ste. Luce, Que.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—*Continued*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
63,620	Hirondelle.....	Quebec.....	Barge—Chd.....	1873	Ste. Emélie, Que.....	68 5	22 0	6 6	73	Alf. Arcand, Portneuf, Que.	
74,253	Hirondelle.....	".....	Schr—Glt.....	1876	Mille Vaches, Que.....	47 8	16 8	6 6	32	Joseph Gagné, jr., Malbaie, Charlevoix Co., Que.	
	Hirondelle.....	Montreal.....	Barge—Chd.....	1873	St. Aimé, Que.....	86 5	20 0	5 0	59	Mich. Laramie, St. Louis, Que.	
103,765	Hirondelle.....	Chatham, N.B.....	Schr—Glt.....	1894	Caraget, N.B.....	32 6	12 0	4 8	11	T. Ahier, Shippegan, N.B.	
107,586	Homer.....	Lindsay.....	Barge—Chd.....	1898	Boisbaygon, Ont.....	47 6	12 9	4 0	25	Robert Kennedy, Lindsay, Ont.	
66,006	Hon. Hector Lange- vin.....	Quebec.....	Schr—Glt.....	1872	St. Jean, Island of Or- leans, Que.	80 5	22 0	9 2	90	Wm. Fruing & Co., Ltd., Jersey.	
59,868	Honble. David Price.....	".....	".....	1868	Quebec, Que.....	69 0	20 2	8 9	63	Horace Demeule, Isle aux Coudres, Que.	
103,984	Honorable Mercier.....	".....	".....	1897	".....	80 0	24 6	7 4	84	Nap. Simard, St. Alexis, Co. Saguenay, Que.	
36,569	Hope.....	Halifax.....	".....	1859	Country Harbour, N.S.....	53 2	18 4	7 0	34	A. Hudson, Granville, N.S.	
69,172	Hope.....	".....	".....	1873	Lunenburg, N.S.....	52 5	16 5	6 8	31	James Redmond, North Sydney, N.S.	
77,565	Hope.....	Montreal.....	Barge—Chd.....	1878	Sorel, Que.....	100 0	21 3	7 2	105	E. Bramley, Sorel, Que.	
61,425	Hope.....	Paspébiac.....	Schr—Glt.....	1872	Shippegan, N.B.....	36 5	11 8	4 2	13	C. Robin, Collas & Co., Ltd., Paspébiac, Que.	
	Hope.....	Hamilton.....	Scow—Chd.....	1866	Port Nelson, Ont.....	54 0	12 0	4 9	25	Edward Adamson, Toronto, Ont.	
92,409	Hope.....	Chatham, N.B.....	Schr—Glt.....	1888	Tracadie, N.B.....	40 8	14 8	5 5	18	J. Alexander, St. Aubin's, Jersey.	



## SESSIONAL PAPER No. 21b

100,903 Hope.....	"	1895 Caraquet, N.B.....	36 7	12 5	5 0	12 Robert Young, M.O., Caraquet, N.B.
103,939 Hope.....	"	1896 Pokemouche, N.B.....	34 0	12 0	5 0	11 Chas. Real, Shippagan, N.B.
90,879 Hope.....	Barrington	1887 Bear River, N.S.....	46 0	15 9	6 0	22 M. Nickerson, Clarke's Harbour, N.S.
97,057 Horace B. ....	Liverpool	1892 Port Le Bear, N.S.....	38 0	13 6	5 8	14 G. H. Hiltz, Lockport, N.S.
75,800 Horace Donnelly ..	Ottawa	1879 Hull, Que.....	110 0	22 7	7 3	158 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
85,506 Hornet.....	St. John, N.B.....	1882 Carleton, N.B.....	140 0	30 0	13 0	407 Howard D. Troop, St. John, N.B.
103,119 Hortense.....	St. Andrews	1895 Meteghan, N.S.....	31 0	13 0	6 4	15 W. J. Morse, Campo Bello, N.B.
100,906 Hotspur.....	Chatham, N.B. .	1891 Caraquet, N.B.....	37 0	12 7	4 6	10 P. Rive, Caraquet, N.B.
100,860 Hovington.....	Quebec.....	1891 Les Escoumains, Que.....	38 4	14 4	4 6	17 T. Caron, Les Escoumains, Que.
80,653 Howard.....	Ottawa	1880 Montreal, Que.....	110 0	22 0	7 5	168 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
96,822 Howard ..	Lunenburg	1889 Chester Basin, N.S.....	88 4	25 0	10 3	119 Thos. Forhan, Halifax, N.S.
103,264 Howard D. Troop...	St. John, N.B.....	1896 Liverpool, N.S.....	85 0	22 0	8 7	69 Jas. Doyle, St. John, N.B.
111,474 Howler .....	Arichat.....	1893 Chester, N.S.....	38 6	13 1	6 1	15 Lambert Lavash, West Arichat, N.S.
103,448 Hoyer .....	Ottawa	1889 Buckingham, Que.....	71 0	17 6	5 0	32 Geo. Bothwell, Buckingham, Que.
111,416 Hugh John.....	Lunenburg	1900 Lockport, N.S.....	104 1	24 9	10 1	119 David Ritecy, La Have, N.S.
103,543 Humbug.....	Halifax	1896 Dartmouth, N.S.....	23 5	6 4	3 6	3 J. D. Ritchie, Halifax, N.S.
107,934 Hume, No. 1.....	New Westminster ..	1900 New Westminster, B.C.....	43 0	14 0	4 0	24 John A. Hume & Co., Ltd., New West- minster, B.C.
107,935 Hume, No. 2. ....	"	1900 " " " " ..	43 0	14 0	4 0	24 " " " "
107,128 Huron.....	Lunenburg	1899 La Have, N.S.....	83 2	22 0	9 3	84 J. H. Wilson, Lunenburg, N.S.
80,873 Huron.....	Kingston	1881 Garden Island, Ont.....	160 4	30 0	12 0	475 Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
100,156 Hustler.....	St. John, N.B.....	1891 La Have, N.S.....	54 3	19 0	7 2	44 A. G. Thomson, Musquash, N.B.
103,052 Husler.....	Yarmouth	1894 Eel Brook, N.S.....	59 6	19 2	6 7	39 J. H. Spinney, Argyle, N.S.
107,759 Husler.....	Charlottetown .....	1901 Murray Harbour South, P. E. I.	36 0	13 6	4 0	13 Hugh Jackson, Murray Harbour South, P. E. I.
80,664 Hyacinthe.....	Montreal	1881 Sorel, Que.....	108 0	22 0	7 2	155 R. Bickerdike and R. Ironside, Montreal, Que.
72,574 Hyderabad.....	Kingston	1876 Kingston, Ont.....	124 4	26 2	11 7	290 L. E. Bonaventure, Lanoraie, Que.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 100ths.	Ft. 100ths.	Ft. 100ths.		
53,348	Hydra.....	Charlottetown...	Schr—Glt.....	1846	Clyde River, N.S.....	75 0	21 0	8 8	68	Geo Jesty, North Sydney, N.S.
77,833	I. G. C.....	Halifax.....	"	1879	Margaree, N.S.....	50 0	18 0	7 5	40	Mrs. Bridget Keough, St. John's, Newfoundland.
83,306	I. O. N. A.....	"	"	1883	East Port Medway, N.S.	47 4	16 4	6 5	26	Angus Carmichael, Munro's Point, N.S.
111,829	I. R. C., No. 1.....	Vancouver.....	Scow—Chd.....	1901	Vancouver, B.C.....	143 8	30 8	4 7	174	Jas. Ironsides, <i>et al.</i> , Vancouver, B.C.
111,830	I. R. C., No. 2.....	"	"	1901	"	145 8	30 5	4 6	177	"
111,976	I. R. C., No. 3.....	"	"	1901	"	152 0	31 0	5 4	204	"
82,194	I. B. Saint.....	Halifax.....	Schr—Glt.....	1879	.....	67 6	20 5	9 2	74	Mrs. Mary Kennedy, Louisburg, N.S.
100,538	I. E. Collins.....	Digby.....	"	1894	Freeport, N.S.....	52 2	18 2	7 0	36	E. H. Collins, <i>et al.</i> , Westport, N.S.
96,852	I. L. Quinby.....	Sarnia.....	"	1863	New Baltimore, U.S.A.	84 5	20 8	7 6	77	P. McGaw, <i>et al.</i> , Kincardine, Ont.
107,090	I. N. Parker.....	St. John, N.B.....	"	1898	Waterborough, N.B....	79 1	26 8	7 6	98	Wm. Lipsett, St. John, N.B.
80,966	I. R. Washington...	Halifax.....	"	1880	Gabarouse, N.S.....	50 6	18 4	7 8	39	John Campbell, St. Ann's, N.S.
97,058	I. V. Dexter.....	Liverpool.....	"	1893	Brooklyn, N.S.....	91 6	27 0	9 8	149	Chas. Clements, Port Medway, N.S.
42,425	Iberville.....	Gaspé.....	"	1864	Esquimaux Point, Que.	58 0	17 9	7 8	41	Mat. Boudreau, Esquimaux Point, Que.

## SESSIONAL PAPER No. 21b

103,779	Ibis .....	Chatham, N.B.	"	1897 Shippegan, N.B.	36 5	12 2	4 8	11 Wm. Fruing & Co., Ltd., Jersey.
94,850	Ice .....	Windsor, Ont.	Scow—Chd.	1891 Sandwich, Ont.	47 0	16 4	2 0	41 Chas. Perrault, Sandwich, Ont.
100,607	Iceland .....	Shelburne	Schr—Glt	1893 Sable River, N.S.	39 5	14 6	6 7	19 J. D. Sperry, Petite Rivière, N.S.
107,658	Ich Dien .....	Lunenburg	Bktn—Bkg't.	1899 Lunenburg, N.S.	115 2	27 2	10 4	197 W. N. Zwicker, Lunenburg, N.S.
90,407	Ida .....	Ottawa	Barge—Chd	1885 Rockland, Ont.	69 0	20 0	4 6	58 W. C. Edwards, <i>et al.</i> , Rockland, Ont.
88,513	Ida .....	Sydney	Schr—Glt	1885 St. Ann's, N.S.	30 5	13 4	5 7	10 Murdoch Smith, St. Ann's, N.S.
107,229	Ida .....	Quebec	"	1897 Château Richer, Que.	76 8	22 8	6 7	67 F. X. Martel, Château Richer, Que.
96,783	Ida .....	Halifax	"	1880 Barrington, N.S.	93 0	24 8	10 3	149 R. H. Cann, Louisburg, N.S.
71,251	Ida Bell .....	Windsor, Ont.	"	1874 Kingsville, Ont.	87 2	20 0	6 0	97 Jas. W. Wye, Kingsville, Ont.
96,764	Ida C. Spofford .....	Port Hawkesbury	"	1858 Essex, Mass., U.S.A.	66 0	20 0	6 7	54 Robert Murray, Port Richmond, N.S.
103,481	Ida Etta .....	Victoria	"	1894 Ballard, Wash., U.S.A.	82 6	20 2	8 9	69 J. A. Hughes, Victoria, B.C.
107,061	Ida M. ....	St. John, N.B.	"	1897 St. Martin's, N.B.	73 2	24 0	7 0	77 S. B. Kelly, River Hebert, N.S.
92,460	Ida M. ....	Charlottetown	"	1887 Crapaud, P.E.I.	60 0	19 6	7 7	54 W. Mallett, Searletown, P.E.I.
103,470	Ida M. Burke. ....	Antichat	"	1900 St. Peter's, N.S.	37 5	14 0	5 4	16 Samuel P. Burke, St. Peter's, N.S.
111,687	Ida M. Clarke. ....	Shelburne	"	1902 Sable River, N.S.	99 3	24 2	9 6	99 Wm. McMillan, Lockeport, N.S.
107,295	Ida M. Shafner. ....	Annapolis	"	1900 Bridgetown, N.S.	101 0	29 7	10 3	189 L. D. Shafner, Bridgetown, N.S.
111,508	Ida May .....	St. John, N.B.	"	1900 Waterborough, N.B.	81 3	27 2	7 4	120 Thomas Gale, Waterborough, N.B.
54,136	Ida May .....	Halifax	"	1867 Tusket, N.S.	74 8	21 0	8 0	70 W. G. Wyatt, Forteau, Labrador.
75,867	Ida Peters .....	St. John, N.B.	"	1879 Meteghan River, N.S.	47 0	18 2	7 4	32 M. Trask, Sandy Cove, N.S.
90,745	Ida Vaughan .....	"	"	1877 St. Martin's, N.B.	39 8	13 2	6 0	15 Thomas Burns, St. John, N.B.
83,291	Idle Wild .....	Kingston	Sloop	1882 Kingston, Ont.	49 5	15 1	4 1	19 A. Rochfort, Kingston, Ont.
53,577	Ilda .....	Port Hawkesbury	Schr—Glt	1865 Clam Harbour, N.S.	47 4	16 9	6 6	27 Jessie Hunson, Port Mulgrave, N.S.
103,967	Ile au' Prunes .....	Montreal	Barge—Chd	1898 Verchères, Que.	87 7	20 8	5 1	71 J. H. Dansereau, Verchères, Que.
103,965	Ile Bouchard .....	"	"	1898	79 3	19 8	4 4	53
103,966	Ile Marie .....	"	"	1898	87 8	19 8	5 0	71



## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. inches. Pieds. Pouces.	Ft. 10 Ins.	Ft. 10 Ins.		
100,658	Ina .....	St. John, N.B. ....	Schr—Glt .....	1890	Waterborough, N.B. ....	82 5	27 4	7 8	112	A. E. Erb, St. John, N.B.
107,471	Ina Brooks .....	Digby .....	" .....	1899	Freeport, N.S. ....	45 0	16 5	6 3	22	Wm. H. Brooks, <i>et al.</i> , Freeport, N.S.
74,254	Indiana .....	Quebec .....	Barge—Chd .....	1876	St. Thomas de Pierreville, Que.	102 8	22 2	7 1	110	Lucien Peruse, St. Emelie, Que.
111,476	Indiana .....	Arichat .....	Schr—Glt .....	1901	Arichat, N.S. ....	30 3	9 2	4 2	11	Joseph Pettipas, Arichat, N.S.
103,123	Indicator .....	St. Andrews .....	Sloop .....	1890	Grand Manan, N.B. ....	25 0	12 0	6 0	11	Frank Ingersoll, Grand Manan, N.B.
43,124	Industry .....	Chatham, N.B. ....	Schr—Glt .....	1861	Miramichi, N.B. ....	37 5	13 0	5 5	17	Frances Smith, West Cape, P.E.I.
61,408	Industry .....	" .....	" .....	1870	Shippegan, N.B. ....	35 0	11 8	4 3	9	F. Robichaud, Shippegan, N.B.
83,134	Infant .....	Lunenburg .....	" .....	1880	Pleasantville, N.S. ....	38 0	13 6	5 7	15	W. J. Wagner, Summerside, N.S.
100,089	Inspector .....	St. John, N.B. ....	" .....	1892	Waterborough, N.B. ....	59 4	22 6	5 5	43	James Flower, Newcastle, N.B.
32,580	Invermay .....	Halifax .....	" .....	1888	Ship Harbour, N.S. ....	61 3	23 8	9 0	73	James T. Thomson, Halifax, N.S.
111,429	Iola .....	" .....	Sloop .....	1901	Dartmouth, N.S. ....	22 0	6 6	2 6	2	Ralph B. deBlois, Bedford, N.S.
85,447	Iolanthe .....	Windsor, N.S. ....	Schr—Glt .....	1883	Newport, N.S. ....	144 0	33 0	12 9	393	Wm. J. Card, Windsor, N.S.
103,944	Iona .....	Chatham, N.B. ....	Barge—Chd .....	1889 } 1897 }	Chatham, N.B. ....	100 0	20 0	8 0	102	J. B. Snowball Co., Ltd., Chatham, N.B.
96,716	Iona .....	Ottawa .....	" .....	1890	Rockland, Ont. ....	111 8	22 9	7 7	158	The Ottawa Transportation Co., Ltd., Ottawa, Ont.

## SESSIONAL PAPER No. 21b

100,278	Iona	Windsor, N.S.	Bgtm—Bkglt.	1892	Kempt, N.S.	99 9	29 1	11 4	196	W. F. Duval, Parrsboro', N.S.
103,174	Iona	Halifax	Schr—Glt	1894	Sable River, N.S.	40 1	13 6	6 0	15	Leander Hubby, Indian Harbour, N.S.
107,956	Iona	Lunenburg	"	1900	Shelburne, N.S.	93 0	24 4	9 5	98	Stamagie Creaser, La Have, N.S.
112,089	Iona W	"	"	1902	Mahone Bay, N.S.	85 6	23 8	9 4	78	Abraham Ernst, Mahone Bay, N.S.
70,292	Iowa	Montreal	Barge—Chd	1874	Quebec, Que.	149 4	26 0	11 0	366	Montreal Transportation Co., Montreal, Que.
92,424	Ireland	Prescott	"	1863	Brockville, Ont.	147 0	28 0	9 6	339	James Buckley, Prescott, Ont.
75,548	Irene	Halifax	Schr—Glt	1879	Shelburne, N.S.	69 5	21 3	7 9	64	W. E. Poole, Lower Montague, P.E.I.
103,931	Irene	Chatham, N.B.	"	1897	Caraguet, N.B.	37 9	12 6	4 8	12	Wm. Fruing & Co., Ltd., Jersey.
92,352	Irene	St. John, N.B.	"	1886	St. Martin's, N.B.	79 7	25 7	7 2	90	Mrs. Ellen G. Driscoll, St. John, N.B.
100,490	Irene M. B.	Lunenburg	"	1892	Mahone Bay, N.S.	67 6	21 3	8 4	66	Fred. Porrier, D'Escousse, N.S.
103,348	Iris	Montreal	Yacht	1893	Peterborough, Ont.	18 3	7 4	2 0	1	F. H. Barlow, Montreal, Que.
103,868	Iris	Halifax	Sloop	1896	Port Hawkesbury, N.S.	35 5	7 8	5 6	5	R. T. McIlreith, Halifax, N.S.
72,567	Iroquois	Kingston	Barge—Chd	1875	Garden Island, Ont.	151 0	26 1	11 1	361	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
96,837	Irwin G.	Lunenburg	Schr—Glt	1890	Lunenburg, N.S.	71 8	23 0	8 7	80	Samuel Shaw, Bay of Islands, Nfld.
53,741	Isabel	Charlottetown	"	1869	Wood Islands, P.E.I.	40 0	13 4	5 4	18	Neil McMillan, Wood Islands, P.E.I.
96,724	Isabel	Chatham, N.B.	"	1889	Shippegan, N.B.	35 0	11 8	4 5	11	Wm. Fruing & Co., Ltd., Jersey.
40,386	Isabel	Victoria	Barge—Chd	1866	Victoria, B.C.	142 4	22 6	10 0	194	The Esquimalt & Nanaimo Railway Co., Ltd., Victoria, B.C.
94,928	Isabel Reed	Pictou, Ont.	"	1881	Marine City, Wisc., U.S.A.	186 0	31 5	11 0	480	Arthur W. Hepburn, Pictou, Ont.
79,788	Isabella	Sydney	Schr—Glt	1879	Exploits River, Nfld	72 0	22 8	9 0	85	J. M. McKenzie, Plaster Mines, N.S.
75,812	Isabella	Halifax	"	1877	Bay St. George, Nfld	77 8	25 0	9 3	110	E. Pettipas, D'Escousse, N.S.
71,257	Isabella	Windsor, Ont.	Scow—Chd	1875	River Puce, Ont.	57 5	16 7	3 4	33	A. Ouellette, Belle River, Ont.
103,350	Iskoodah	Montreal	Sloop	1885	Lachine, Que.	28 2	10 0	2 2	4	R. R. Stevenson, Montreal, Que.
88,243	Isis	Deseronto	Barge—Chd	1884	Deseronto, Ont.	105 0	23 3	5 3	96	P. Larkin, St. Catharines, Ont., and A. Sangster, Iroquois, Ont.
111,530	Island Girl	Digby	Schr—Glt	1901	Cape St. Mary's, N.S.	32 0	10 2	4 8	10	E. S. Doucette, Cape St. Mary's, N.S.
103,121	Island Girl	St. Andrews	Sloop	1895	Shelburne, N.S.	38 0	13 0	5 5	17	Frank Ingersoll, Grand Manan, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
107,841	Island Queen.....	Toronto.....	Schr—Glt.....	1897	St. Williams, Ont. ....	52 3	17 3	4 3	28	Mrs. A. Lloyd, Toronto, Ont.
100,064	Isma.....	St. John, N. B.....	".....	1891	Freeport, N. S.....	51 5	17 9	6 8	31	Thos. M. Hicks, Westport, N. S.
51,738	Ira.....	".....	".....	1865	Deer Island, N. B. ....	39 0	13 3	5 5	15	Robt. Newcombe, Parrsboro', N. S.
100,997	Ivanhoe.....	Chatham, N. B.....	".....	1892	Caracquet, N. B.....	35 2	12 5	4 4	10	Xavier Poirier, New Bandon, N. B.
111,638	Ivanhoe.....	Lunenburg.....	".....	1901	La Have, N. S.....	96 4	24 5	10 0	100	Thos. A. Wilson, Bridgewater, N. S.
74,292	Justint.....	Quebec.....	Bk—Bq.....	1877	Quebec, Que.....	122 3	28 7	15 7	331	F. R. Eaton, Parrsboro', N. S.
69,992	Ivy.....	St. John, N. B.....	Schr—Glt.....	1871	Wickham, N. B.....	40 0	15 6	4 6	17	Chas. S. Coggin, St. John, N. B.
107,116	Ivy.....	Lunenburg.....	".....	1898	La Have, N. S.....	36 5	11 5	5 2	12	J. Ernst, La Have, N. S.
103,108	J. B. L.....	Montreal.....	Sloop.....	1894	Yamaska, Que.....	108 7	23 1	9 1	165	J. B. Laviolette, St. Ours, Que.
83,135	J. B. M.....	Halifax.....	Schr—Glt.....	1881	La Have, N. S.....	42 3	14 8	6 3	20	John Landry, Petite de Grat, N. S.
107,469	J. B. P. No. One....	Lindsay.....	Barge—Chd.....	1891	Lindsay, Ont.....	70 0	18 6	5 0	65	Jos. Briggs Parkin, Lindsay, Ont.
107,470	J. B. P. No. Two....	".....	".....	1897	".....	38 7	16 9	4 5	29	".....



SESSIONAL PAPER No. 21b

111,816, J. C. No. 1 .....	Vancouver, B.C. ....	1891	1901	65	23	6	3	87
111,818 J. C. No. 2 .....	" .....	1899	" .....	49	15	4	0	24
103,982 J. E. B. ....	Quebec .....	1897	Château Richer, Que. ....	64	21	8	6	48
97,105 J. H. S. ....	Chatham, N.B. ....	1891	Tracadie, N.B. ....	56	17	2	3	40
107,577 J. M. K. No. One. ....	Lindsay .....	1897	Lindsay, Ont. ....	86	17	8	4	64
107,578 J. M. K. No. Three. ....	" .....	1897	" .....	81	20	0	4	72
107,579 J. M. K. No. Four. ....	" .....	1897	" .....	72	19	0	4	66
107,580 J. M. K. No. Five. ....	" .....	1897	" .....	74	18	0	4	59
107,581 J. M. K. No. Six. ....	" .....	1892	" .....	64	18	8	4	53
107,582 J. M. K. No. Seven. ....	" .....	1897	" .....	62	19	0	4	47
107,583 J. M. K. No. Eight. ....	" .....	1892	" .....	62	17	2	4	46
107,575 J. M. No. One. ....	" .....	1890	Bobaygeon, Ont. ....	75	22	7	5	73
107,576 J. M. No. Two. ....	" .....	1890	" .....	75	4	25	1	80
85,715 J. R. A. No. 1 .....	Prescott. ....	1884	Tonawanda, N.Y., U.S.A. ....	60	15	0	5	43
85,716 J. R. A. No. 2 .....	" .....	1884	" .....	60	15	0	5	43
74,080 J. A. Kirk .....	Halifax. ....	1876	Indian Harbour, N.S. ....	37	13	9	6	16
96,830 J. A. Silver .....	Lunenburg .....	1889	Lunenburg, N.S. ....	75	4	23	5	91
83,336 J. B. Blanchard. ....	Ottawa. ....	1882	Hull, Que. ....	110	7	22	6	150
50,780 J. B. Fay .....	Halifax. ....	1885	Bay of Islands, Nfld. ....	55	0	18	4	77
107,308 J. B. King & Co., No. 23. ....	Windsor, N.S. ....	1900	Spencer's Island, N.S. ....	96	3	24	1	95
100,001 J. B. Martin .....	Annapolis .....	1900	Margaretsville, N.S. ....	87	6	25	1	79
112,374 J. B. Saint. ....	Arichat. ....	1902	L'Ardoise, N.S. ....	42	0	13	3	60
75,767 J. C. Dakin. ....	Liverpool .....	1877	Liverpool, N.S. ....	52	5	17	4	67
..... J. C. Weir. ....	Montreal. ....	1879	Sorel, Que. ....	92	6	18	8	54
61,592 J. C. Williams. ....	Halifax. ....	1876	Jordan, River, N.S. ....	56	0	18	5	70
								29
								Chas. Garrison, Indian Harbour, N.S.
								126
								D. Damprouse, St. Timothy, Que.
								30
								Wm. Giffin, Isaac's Harbour, N.S.
								18
								Benj. Burritt, L'Ardoise, N.S.
								99
								Augustus Benoit, Arichat, N.S.
								113
								Daniel Munro, Windsor, N.S.
								48
								Frank Robertson, Montague Bridge, P.E.I.
								150
								The Ottawa Transportation Co., Ltd., Ottawa, Ont.
								91
								Jas. A. Hirtle, Lunenburg, N.S.
								16
								W. Grant, Halifax, N.S.
								43
								" " " "
								43
								" " " "
								43
								W. Marleton, Goderich, Ont.
								43
								" " " "
								80
								" " " "
								73
								Joseph Maunder, Lindsay, Ont.

## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
94,731 J. D. Everett	Windsor, N.S.	Ship—3 m		1880	Newport, N.S.	242 5	45 2	24 2	1957	The Ship J. D. Everett Co., Ltd., Windsor, N.S.
83,204 J. E. Graham	"	Blk—Bq		1881	"	206 0	40 5	23 9	1336	W. H. Mosher, Avondale, N.S.
100,164 J. H. Ernst	Lunenburg	Schr—Glt		1891	Lunenburg, N.S.	80 9	23 5	9 0	97	A. W. Peitzsch, Isaac's Harbour, N.S.
107,287 J. K. Dawson	"	"		1900	Liverpool, N.S.	124 4	30 5	10 7	249	Jessen Anderson, Lunenburg, N.S.
111,510 J. L. Colwell	St. John, N.B.	"		1901	Cambridge, N.B.	85 1	27 4	7 6	99	Beverly R. Colwell, Cambridge, N.B.
112,062 J. L. Nelson	Lunenburg	"		1902	Lunenburg, N.S.	124 2	29 4	11 0	249	J. M. Rudolph, Lunenburg, N.S.
73,950 J. M. T. Hannum	Ottawa	Barge—Chd		1876	Hull, Que.	108 7	21 9	7 0	150	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,837 J. M. Young	Lunenburg	Schr—Glt		1894	Lunenburg, N.S.	86 8	24 5	9 3	99	J. W. Young, Lunenburg, N.S.
71,195 J. N. Oswell	Ottawa	Barge—Chd		1875	Crosby's Mills, Ont.	105 3	21 7	6 0	112	Richard Waters, Belleville, Ont.
90,838 J. N. Wyld	Port Medway	Schr—Glt		1901	Conquerall Bank, N.S.	106 7	27 0	11 0	199	C. H. Clements, M.O., Port Medway, N.S.
96,820 J. S. Austin	Sault Ste. Marie	"		1863	Port Ryerse, Ont.	136 0	26 0	12 2	323	Sault Ste. Marie Pulp & Paper Co., Sault Ste. Marie, Ont.
100,128 J. T. Mott	Wallaceburg	"		1899	Oswego, N.Y., U.S.A.	137 0	26 0	11 0	399	J. McAulay, Warton, Ont.
59,994 J. W. Dunscomb	Montreal	"		1871	Quebec, Que.	90 0	24 8	8 6	98	Government of Canada, Ottawa, Ont.
94,668 J. W. Hill	Halifax	"		1880	Parrsboro', N.S.	74 0	26 0	6 9	78	Lewis F. Hill, Ship Harbour, N.S.

## SESSIONAL PAPER No. 21b

111,694	J. W. Hutt.	Liverpool	"	"	1901	Liverpool, N.S.	140 5	32 0	12 3	349	D. C. Mulhall, <i>et al.</i> , Liverpool, N.S.
80,977	J. W. Ingraham.	Sydney	"	"	1882	Aspy Bay, N.S.	36 3	13 6	5 0	14	Elias Dickson, Mira Bay, N.S.
107,960	J. W. Mills.	Lunenburg	"	"	1900	Malone Bay, N.S.	81 9	23 3	9 4	76	John W. Mills, Malone Bay, N.S.
90,547	J. W. McRae.	Montreal	Barge—Chd	"	1880	Whitehall, N.Y., U.S.A.	37 5	17 7	8 2	119	Edmond Comptois, Soré, Que.
111,483	J. W. Patry	Quebec	Schr—Glt	"	1899	Ste. Enclie, Que.	80 4	21 0	6 4	70	Joseph S. Beaudet, Ste. Enclie, Que.
80,603	J. W. Raymond.	Barrington	"	"	1880	Green Cove, N.S.	54 0	17 7	6 0	35	Wm. H. Snow, Port La Tour, N.S.
61,587	J. and L. Irving	Yarmouth	"	"	1875	Shelburne, N.S.	78 1	22 5	9 1	80	J. D. Irving, Buctouche, N.B.
103,771	J. Anny	Chatham, N.B.	"	"	1895	Tignish, P.E.I.	37 3	12 3	5 0	12	John Poirier, M.O., Tignish, P.E.I.
80,892	J. Burstall.	Ottawa	Barge—Chd	"	1880	Hull, Que.	110 7	21 7	7 2	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
69,140	J. Croft.	Halifax	Schr—Glt	"	1875	New Dublin, N.S.	56 6	18 5	7 5	45	Wm. Barry, Chester, N.S.
107,680	J. Levesque.	Quebec	"	"	1900	Grand Métis, Que.	69 0	21 8	7 0	62	Joseph Levesque, Grand Métis, Que.
85,566	J. Lyons.	Barrington	"	"	1863	Port Clyde, N.S.	48 0	13 6	4 5	17	W. H. Nickerson, Cape Negro, N.S.
112,247	J. McD. No. 1.	Vancouver	Scow—Chd	"	1899	Vancouver, B.C.	72 0	24 1	6 2	89	J. McDonnell, Vancouver, B.C.
107,286	J. Ponder, jr.	Liverpool	Schr—Glt	"	1857	Milton, Del., U.S.A.	96 0	27 0	7 5	99	The Acadia Pulp & Paper Co., Ltd., Halifax, N.S.
107,090	J. Robertson.	Ottawa	Barge—Chd	"	1898	Hull, Que.	108 0	23 0	7 2	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
83,326	Jackson	"	"	"	1881	"	110 7	21 3	7 8	157	"
85,560	Jacques	Yarmouth	Schr—Glt	"	1884	Eel Brook, N.S.	66 5	20 3	7 7	58	Fred. Poirier, D'Esrousse, N.S.
100,610	Jamboree	Shelburne	Yawl—Yole	"	1893	Shelburne, N.S.	44 0	11 5	8 3	14	J. B. Bland, Gaspé, Que.
83,338	James.	Ottawa	Barge—Chd	"	1882	Montreal, Que.	108 6	22 6	6 4	153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,366	James Barber.	St. John, N.B.	Schr—Glt	"	1887	Waterborough, N.B.	79 0	26 0	6 6	80	Alfred Ellis, St. John, N.B.
85,689	James Beckwith.	Halifax	"	"	1847	Waterville, U.S.A.	50 0	17 0	6 2	31	T. D. Leslie, Halifax, N.S.
85,717	James Buckley	Prescott	Barge—Chd	"	1884	Quebec, Que.	160 0	31 9	10 6	442	Jas. Buckley, Prescott, Ont.
75,433	James Cunningham.	Ottawa	"	"	1877	Hull, Que.	110 3	22 7	8 0	176	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,340	James Daly	Yarmouth	Bgtn—Bkgt	"	1900	Meteghan, N.S.	98 2	26 8	10 0	162	Urban Doucette, Meteghan, N.S.
84,824	James Davis.	Halifax	Schr—Glt	"	1882	Humber Sound, Nfld.	59 0	18 0	7 3	47	Inkerman Allen, Botsford, N.B.



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						Dimensions.				
						Length. Longueur.	Breadth Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
83,067	James Gordon	Ottawa.	Barge—Chd	1881	Hull, Que.	108 0	22 6	7 0	147	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
74,039	James Henry	Sydney	Schr—Glt	1876	Little Bras d'Or, N. S.	42 5	14 5	6 1	18	Peter Deveau, Bras d'Or, N. S.
75,799	James McLaren	Ottawa.	Barge—Chd	1879	Hull, Que	110 0	22 7	7 9	169	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,212	James R.	Halifax.	Schr—Glt	1891	Jeddore, N. S.	56 5	19 6	7 8	51	Placide E. LeBlanc, Cheticamp, N. S.
83,303	James Ryan	Port Medway	"	1882	East Port Medway, N. S.	57 9	19 7	7 8	48	Wm. Harris, Gabarouse, N. S.
74,345	James Semple	Pictou, N. S.	"	1876	Tatamagouche, N. S.	60 0	19 4	8 4	63	William Roberts, Tatamagouche, N. S.
107,184	James W.	Charlottetown	"	1898	Montague, P. E. I.	93 1	25 2	10 5	150	W. H. Aitken, Charlottetown, P. E. I.
111,525	James W. Cousins.	Digby	"	1900	Shelburne, N. S.	88 0	23 0	8 4	87	John H. Syda, <i>et al.</i> , Digby, N. S.
85,351	James Williamson	Ottawa.	Barge—Chd	1882	Hull, Que	110 0	22 0	7 4	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
59,903	James	Quebec.	"	1869	Quebec, Que.	118 0	23 0	8 0	158	Montreal Transportation Co., Montreal, Que
46,294	Janett.	Halifax.	Schr—Glt	1864	Port Medway, N. S.	51 3	17 9	6 8	32	Wm. Long, Richibucto, N. B.
72,296	Janie B.	St. John, N. B.	"	1877	Wickham, N. B.	58 9	21 2	5 4	43	Thos. Blenkhorn, Spring Hill, N. S.
107,768	Janie F.	Charlottetown	"	1902	Montague, P. E. I.	56 9	18 5	7 4	46	John Fraser, Harbour au Bouche, N. S.
75,773	Janie R.	Shelburne	"	1878	Brooklyn, N. S.	61 0	20 2	7 7	45	Samuel J. Balsom, Sheet Harbour, N. S.

## SESSIONAL PAPER No. 21b

103,381	Japan	Chatham, N. B.	"	1891	Caraquet, N. B.	34 8	12 2	4 8	11 R. Young, M. O., Caraquet, N. B.
107,831	Japan	Victoria	Bk—Bq	.....	.....	132 0	26 6	15 0	332 James Dunsmuir, Victoria, B. C.
100,146	Jay	Winnipeg	Barge—Chd	.....	1891 Rat Portage, Ont.	59 0	13 2	5 2	32 Charles E. Laverdière, Rat Portage, Ont.
100,294	Jean	Chatham, N. B.	Schr—Glt	.....	1891 Caraquet, N. B.	38 8	12 8	4 4	13 Theo. DesBrisay, Bathurst, N. B.
111,812	Jean	Vancouver	Scow—Chd	.....	1901 Vancouver, B. C.	138 5	36 7	6 1	622 Edward M. Sullivan, Dawson City, Yukon Territory.
103,414	Jeanie Myrtle	Lunenburg	Schr—Glt	.....	1895 Lunenburg, N. S.	85 3	24 2	9 3	98 Wm. Main, Halifax, N. S.
100,858	Jeannette	Quebec	"	.....	1892 Malbaie, Que.	40 0	13 9	5 6	18 R. Asselin, St. Michel de Bellechasse, Que.
88,579	Jennie	Kingston	"	.....	1871 Garden Island, Ont.	108 0	26 6	11 8	438 The Montreal Transportation Co., Montreal, Que.
83,091	Jennie	Port Hawkesbury	"	.....	1879 Pirate Harbour, N. S.	30 1	10 2	5 3	11 Peter C. Bosdet, West Arichat, N. S.
96,925	Jennie Armstrong	Charlottetown	"	.....	1867 Wiscasset, Me., U. S. A.	67 0	21 8	7 5	66 Jas. Grady, Summerside, P. E. I.
103,191	Jennie B.	Halifax	"	.....	1894 Brooklyn, N. S.	34 0	13 6	5 8	13 E. E. Shatford, Indian Harbour, N. S.
80,604	Jennie C.	Yarmouth	"	.....	1880 Green Cove, N. S.	44 5	15 0	5 5	16 Benj. Carter, Seeley's Cove, N. B.
80,061	Jennie C.	St. John, N. B.	"	{	1880 Chipman, N. B.	86 2	26 8	7 0	98 Wm. F. Currie, Cambridge, N. B.
103,491	Jennie May	Lunenburg	"	.....	1899 Rebuilt	77 1	22 2	9 1	88 M. B. Westhaver, Lunenburg, N. S.
78,048	Jennie May	Chatham, N. B.	"	.....	1895 Mahone Bay, N. S.	44 0	14 6	5 9	19 J. McGrath, Tignish, P. E. I.
79,919	Jennie Palmer	Dorchester	"	.....	1880 Tignish, P. E. I.	75 2	24 2	7 2	78 P. J. Palmer, Dorchester, N. B.
90,532	Jenny Lind	Montreal	Sloop	.....	1889 Dorchester, N. B.	102 6	22 7	5 9	101 J. Laforet, Sorel, Que.
.....	Jenny Lind	"	Barge—Chd	.....	1885 St. Thomas de Pierreville, Que.	85 0	22 7	6 1	41 L. St. Pierre, Yamaska, Que.
103,289	Jersey Lily	Chatham, N. B.	Schr—Glt	.....	1859 St. Francis, Que.	37 2	12 8	4 8	12 T. Ahier, Shippegan, N. B.
85,723	Jesse A. Loye	Lunenburg	"	.....	1895 Caraquet, N. B.	81 4	23 9	9 5	99 T. H. Giffin, Issac's Harbour, N. S.
59,475	Jessen	"	"	.....	1883 Lunenburg, N. S.	66 0	21 0	8 4	64 L. Forrest, Arichat, N. S.
80,950	Jessie	Chatham, N. B.	"	.....	1871 " "	36 4	13 7	5 0	14 S. McGregor, Charlo, N. B.
88,563	Jessie	Kingston	Sloop	.....	1882 Charlo, N. B.	63 6	13 6	5 0	29 R. Kimberley, Portland, Ont.
111,664	Jessie	Montreal	Barge—Chd	.....	1869 Clayton, N. Y., U. S. A.	97 5	26 4	5 1	93 The Charlemagne & Lac Ouarean Lun-ber Co., Ltd., Montreal, Que.
66,078	Jessie	Quebec	"	.....	1902 Charlemagne, Que.	107 0	22 3	8 2	137 Pierre Lacroix, Sorel, Que.
				.....	1873 Yamaska, Que.				

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						Dimensions.					
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
59,186	Jessie .....	St. John, N.B. ....	Schr—Glt .....	1868	Rexton, N.B. ....	78 2	25 0	6 4	72	Howard Carter, Waterside, N.B.	
100,542	Jessie .....	Digby .....	" .....	1895	Freeport, N.S. ....	41 0	15 3	6 0	17	A. E. Spicer, Harbourville, N.S.	
85,569	Jessie B. ....	Halifax .....	" .....	1884	Shag Harbour, N.S. ....	55 0	17 4	6 5	36	H. I. Mathers, Halifax, N.S.	
107,478	Jessie C. ....	Digby .....	Sloop .....	1890	Grand Manan, N.B. ..	28 5	11 5	5 0	10	Lewis Sabean, Port Lorne, N.S.	
90,507	Jessie D. ....	Parrsboro' .....	Schr—Glt .....	1886	Parrsboro', N.S. ....	83 2	22 6	8 6	86	Wm. Puddington, Parrsboro', N.S.	
103,997	Jessie James. ....	St. Andrews .....	Sloop .....	1897	Grand Manan, N.B. ....	30 0	11 2	5 0	11	Mrs. Josephine Frankland, Grand Man- nan, N.B.	
107,646	Jessie L. Smith .....	Lunenburg .....	Schr—Glt .....	1899	La Have, N.S. ....	98 6	25 7	10 0	100	John C. Crosbie, St. John's, Nfld.	
64,006	Jessie Lent .....	St. John, N.B. ....	" .....	1870	Freeport, N.S. ....	51 5	17 5	5 8	28	Marshall Stinson, St. Andrews, N.B.	
83,311	Jessie M. Vogler .....	Port Medway .....	" .....	1884	Vogler's Cove, N.S. ....	76 6	22 5	8 8	77	(George Cunningham, Halifax, N.S.	
71,331	Jessie Newell .....	Barrington .....	" .....	1857	Essex, Mass., U.S.A. ....	70 4	19 7	8 0	63	David Montgomery, Summerside, P.E.I.	
61,151	Jessie Stuart .....	Montreal .....	" .....	1870	Alpina, Mich., U.S.A. ....	64 5	17 4	5 0	54	J. Adamson, Toronto, Ont.	
103,593	Jessie & Ada .....	Charlottetown .....	" .....	1896	Crapaud, P.E.I. ....	36 4	13 0	5 3	14	Geo. Heather, Pugwash, N.S.	
64,994	Jet .....	Montreal .....	Barge—Chd .....	1871	Quebec, Que. ....	137 8	29 6	9 5	312	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.	
74,019	Jewel .....	Lunenburg .....	Schr—Glt .....	1876	Shelburne, N.S. ....	68 0	21 2	7 8	52	J. A. Hirtle, Lunenburg, N.S.	



## SESSIONAL PAPER No. 21b

94,904	Joan	New Westminster	Sloop	1890	New Westminster, B.C.	36	0	11	0	5	0	16 Mrs. Grace Cruikshank, New Westminster, B.C.
	Johanna	Windsor, Ont.	Scow—Chd	1867	Pike Creek, Ont.	60	0	17	6	4	0	40 M. Thibert, jr., Belle River, Ont.
100,958	John B.	Chatham, N.B.	Schr—Glt	1892	Shippegan, N.B.	34	5	12	2	5	0	11 W. S. Loggie Co., Ltd., Chatham, N.B.
54,494	John Boyd	Halifax	Bgtm—Bkglt.	1867	Port Elgin, N.B.	105	0	26	8	12	0	193 John Francis Norris, Baltimore, Md., U.S.A.
	John Bright	Ottawa	Barge—Chd	1870	Ottawa, Ont.	97	6	17	0	5	9	96 John Taylor, Montreal, Que.
100,969	John Bull	Chatham, N.B.	Schr—Glt	1892	Caraquet, N.B.	34	3	11	6	4	8	10 James Anderson, Church Point, N.B.
80,718	John Bull	Paspebiac	Cutter	1892	Paspebiac, Que.	43	3	12	5	5	4	20 C. Robin, Collas & Co., Ltd., Jersey.
100,419	John Cuzner	Ottawa	Barge—Chd	1893	Ottawa, Ont.	82	9	20	7	5	0	46 Roderick McLeod, Ottawa, Ont.
66,036	John Day	Quebec	Sloop	1870	St. Aimé, Que.	106	3	22	8	8	0	136 Flavien Morin, Champlain, Que.
88,502	John E.	Sydney	Schr—Glt	1883	River Dennis, N.S.	37	4	12	4	5	0	12 Donald Kennedy, River Dennis, N.S.
51,965	John E. Dennis	St. Andrews	"	1865	Beaver River, N.S.	35	0	14	0	5	1	18 Alfred Stanley, sr., Grand Manan, N.B.
54,132	John Franklin	Halifax	"	1867	Chezetcook, N.S.	41	0	14	0	5	9	18 Robert Firth, Jordan Bay, N.S.
71,071	John G. Kolfage	Amherstburg	"	1869 1883	Amherstburg, Ont.	79	3	22	2	7	3	93 Peter McEwen, Goderich, Ont.
78,032	John Gales	Chatham, Ont.	"	1879	Mitchell's Bay, Ont.	70	0	16	3	5	0	42 Demas Poisson, Belle River, Ont.
80,668	John Gaskin	Montreal	Barge—Chd	1881	Kingston, Ont.	165	8	31	4	12	1	487 Montreal Transportation Co., Montreal, Que.
83,340	John Gray	Ottawa	"	1881	Hull, Que.	110	0	22	0	7	4	156 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
61,572	John Halifax	Shelburne	Schr—Glt		Danvers, U.S.A.	75	8	21	2	7	5	63 A. F. Cameron, Sherbrooke, N.S.
96,704	John Heney	Ottawa	Barge—Chd	1889	Ottawa, Ont.	111	0	22	6	6	9	155 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
107,490	John J. Barlum	Sault Ste. Marie	Schr—Glt	1890	Toledo, Ohio, U.S.A.	224	0	40	8	16	0	1213 Algoma Central Railway, Sault Ste. Marie, Ont.
107,983	John J. Hayes	Halifax	"	1900	Shelburne, N.S.	72	0	20	0	8	0	56 Andrew King, Halifax, N.S.
57,715	John Lawrence	"	"	1868	Mahone Bay, N.S.	40	8	16	1	6	6	23 F. A. Mahoney, Larrey's River, N.S.
100,936	John Loughrin	Ottawa	Barge—Chd	1889	Kippewa, Que.	97	5	12	4	4	4	36 A. Lumsden, Ottawa, Ont.
71,135	John McBride	Belleville	Schr—Glt	1877	Port Dover, Ont.	58	8	15	6	5	4	42 Edward Quinn, Belleville, Ont.
88,714	John R. Arnoldi	Prescott	Dredge—Drague	1884	Tonawanda, N.Y., U.S.A.	72	0	23	0	5	4	68 Wm. Marleton, Goderich, Ont.
107,288	John S. Bennett	Liverpool	Bktn—Bkglt.	1900	Liverpool, N.S.	130	6	31	2	11	1	299 Abraham W. Hendry, Liverpool, N.S.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Rig. Gréement.	Built--Construct.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur géant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
51,911	John Thomas	Halifax	Schr—Glt	1865	Montagne River, P.E.I.	55 0	16 8	6 9	37	L. A. LeBlanc, Arichat, N.S.
54,137	John Williams	"	"	1897	Jordan River, N.S.	58 0	18 5	7 5	42	George H. Taylor, Halifax, N.S.
83,330	John Wilson	Ottawa	Barge—Chd	1881	Hull, Que	110 4	22 0	7 9	158	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
97,148	John & Frank	St. John, N.B.	Schr—Glt	1853	Salisbury, Me., U.S.A.	66 8	21 2	6 6	56	James Teare, Alma, N.B.
103,134	Johnney	Quebec	"	1894	Rivière du Loup, Que	58 8	19 0	5 2	36	Wilfred Pednault, Fraserville, Que.
111,850	Johnny M	Chatham, N.B.	"	1902	Alberton, P.E.I.	38 8	13 2	5 3	12	J. T. Murphy, Campbellton, P.E.I.
72,275	Joliette	St. John, N.B.	Wdgt—Bab.	1875	Cambridge, N.B.	72 4	25 0	6 7	66	Jos. Gordon, Petitcodiac, N.B.
83,097	Joseph Ann	Port Hawkesbury	Schr—Glt	1863	Margaree, N.S.	45 7	15 5	6 4	22	Alexander Cormier, Margaree, N.S.
103,247	Joseph Arthur R.	Montreal	Sloop	1894	Lanorie, Que.	131 6	27 3	11 3	289	Joseph Robillard, Montreal, Que.
100,182	Joseph Edward R.	"	"	1891	"	120 0	26 2	8 6	229	"
94,789	Joseph McGill	Lunenburg	Schr—Glt	1889	Shelburne, N.S.	81 0	23 4	9 7	99	H. S. Sharpe, Summerside, P.E.I.
94,970	Joseph O.	"	"	1889	Pleasantville, N.S.	58 4	20 0	7 5	53	T. Oakley, La Have, N.S.
103,871	Joseph Souillière	Montreal	Sloop	1896	Sorel, Que.	102 0	23 1	6 2	116	J. Souillière, Sorel, Que.
69,642	Josephine	Quebec	Schr—Glt	1861	Grondines, Que.	82 1	22 5	8 6	106	Joseph Lavoie, Ste. Luce, Que.

## SESSIONAL PAPER No. 21b

73,986	Josephine	"	"	1876	Bay St. Paul, Que.	54	5	18	0	8	1	46	Joseph Desgagnez, Anse St. Jean, Chicomini, Que.
77,892	Josephine	Sackville.	"	1879	Bay Verte, N.B.	33	6	12	4	4	7	12	L. Burke, Botsford, N.B.
83,267	Josephine	Annapolis	"	1889	Margaretsville, N.S.	90	0	25	3	8	1	92	W. A. Chute, Bear River, N.S.
100,965	Josephine	Chatham, N.B.	"	1893	Caracquet, N.B.	36	5	12	6	4	8	11	P. Rive, Caracquet, N.B.
103,357	Josephine Swanton.	Halifax.	"	1867	Booth Bay, Me., U.S.A.	72	5	21	4	7	2	63	Howard W. Wentzell, Halifax, N.S.
94,829	Josie.	Weymouth.	"	1892	Belliveau's Cove, N.S.	96	3	28	0	9	0	140	St. Claire Jones, Weymouth, N.S.
83,461	Josie L. Day.	Digby.	"	1878	Pembroke, Me., U.S.A.	42	5	15	0	5	9	16	Albert Coates, Hillsboro', N.S.
112,382	Josie M. Calderwood	Sydney.	"		U.S.A.	81	6	22	6	8	2	79	Jas. Wallace, Dalhousie, N.B.
112,726	Juanita.	Lunenburg	"	1902	Lunenburg, N.S.	94	0	24	8	10	0	100	Wm. C. Smith, Lunenburg, N.S.
73,081	Jubilee.	Montreal.	Sloop.	1875	St. Marcel, Que.	90	0	21	5	5	0	71	D. Chausse, Lanoraie, Que.
107,532	Jubilee.	St. John, N.B.	"	1887	Rothsay, N.B.	25	2	10	0	3	1	5	H. A. Allison, St. John, N.B.
88,454	Jubilee.	Arichat.	Schr—Glt	1887	Port Royal, N.S.	51	1	17	6	7	5	34	Arthur Porrier, D'Escousse, N.S.
92,458	Jubilee.	Charlottetown	"	1887	Georgetown, P.E.I.	78	0	24	0	8	5	76	Malcolm McDonald, Georgetown, P.E.I.
100,352	Julia.	Quebec.	"	1891	Ste. Luce, Que.	59	0	18	0	6	6	43	Germain Lajoie, St. Fulgence, Que.
75,566	Julia A.	Charlottetown	"	1877	La Have, N.S.	41	0	14	0	5	6	15	Gabriel Billard, Murray Harbour South, P.E.I.
90,613	Julia Ann.	Moncton.	"	1886	Cocagne, N.B.	45	8	16	4	5	8	27	Simon Burk, Cocagne, N.B.
77,942	Julia Franklin.	Charlottetown	"	1862	Essex, Mass, U.S.A.	73	6	21	0	7	7	70	J. Britt, Margaree, N.S.
75,481	Julia Ward.	"	"	1877	Murray Harbour, P.E.I.	52	8	18	1	7	2	39	John A. Munn, Murray Harbour, P.E.I.
111,684	Julian H. Archer.	Shelburne	"	1901	Sable River, N.S.	84	6	23	0	9	3	99	Churchill Locke, Lockeport, N.S.
33,330	Julie.	Quebec.	"	1857	River Ouelle, Que.	60	0	17	0	6	4	38	Pierre Levesque, Trois Pistoles, Que.
103,616	Julie.	"	Sloop.	1894	Les Escoumains, Que.	63	0	19	3	5	5	53	Maurice Girard, Grand Bay, Que.
75,900	Julie Ann.	Chatham, N.B.	Schr—Glt	1878	Richibucto, N.B.	35	8	13	2	4	4	9	Anthony Arseneau, Richibucto, N.B.
112,098	Julie Plante.	Lunenburg	Scow—Chd	1902	Mahone Bay, N.S.	64	5	20	0	5	6	62	Mackenzie & Mann, Toronto, Ont.
59,951	Julien Bismark.	Quebec.	Barge—Chd	1870	Lotbiniere, Que.	98	0	23	0	6	4	93	André Laroche, St Jean des Chaillons, Que.
107,663	Juliette	"	Schr—Glt	1899	Bay St. Paul, Que.	63	0	20	6	7	8	62	Arthur Boucher, Ste. Luce, Que.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
103,432	Julio . . . . .	Ottawa . . . . .	Barge—Chd . . . . .	1894	Kippewa, Que. . . . .	40 5	10 0	3 0	7	W. H. Hurdman, Ottawa, Ont.
100,210	July . . . . .	Vancouver . . . . .	Scow—Chd . . . . .	1888	Vancouver, B.C. . . . .	75 0	22 0	6 1	95	Gordon T. Legg, Vancouver, B.C.
83,038	Jumbo . . . . .	Ottawa . . . . .	Barge—Chd . . . . .	1883	Smith's Falls, Ont. . . . .	106 0	22 6	7 2	159	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,439	Jumbo . . . . .	" . . . . .	" . . . . .	1890	Buckingham, Que. . . . .	68 4	14 9	3 4	30	O. M. Harris, Montreal, Que.
85,713	Jumbo . . . . .	Prescott . . . . .	Scow—Chd . . . . .	1890	Sorel, Que. . . . .	136 0	20 0	6 0	150	Can. Pac. Car & Pass. Transfer Co., Ltd., Prescott, Ont.
85,403	Jumbo . . . . .	Quebec . . . . .	Barge—Chd . . . . .	1883	Quebec, Que. . . . .	92 0	26 5	7 8	146	Wm. Price, Quebec, Que.
100,207	June . . . . .	Vancouver . . . . .	Scow—Chd . . . . .	1888	Vancouver, B.C. . . . .	72 0	21 0	6 0	79	Gordon T. Legg, Vancouver, B.C.
111,988	K. 1 . . . . .	" . . . . .	" . . . . .	1899	Blaine, Wash, U.S.A. . . . .	44 0	12 0	4 0	16	Harold Kenworthy, Vancouver, B.C.
111,989	K. 2 . . . . .	" . . . . .	" . . . . .	1899	" . . . . .	44 0	12 0	4 0	16	" . . . . .
107,713	K. & G. No. 1 . . . . .	" . . . . .	" . . . . .	1890	Vancouver, B.C. . . . .	82 4	30 4	6 4	137	Wm. L. Nicol, Vancouver, B.C.
103,301	K. & S. No. 2 . . . . .	New Westminster . . . . .	Barge—Chd . . . . .	1895	Kaslo, B.C. . . . .	75 8	26 0	6 0	101	The Kaslo & Slocan Ry. Co., New West- minster, B.C.
103,458	K. McKenzie . . . . .	Arichat . . . . .	Schr—Glt . . . . .	1898	L'Ardoise, N.S. . . . .	42 2	13 5	6 2	17	John Peach, Port Morien, N.S.
92,076	Kalevala . . . . .	Pictou, N.S. . . . .	" . . . . .	1888	River John, N.S. . . . .	82 2	24 0	9 4	99	Roderick R. Morrison, (Gabarouse, N.S.)

## SESSIONAL PAPER No. 21b

85,482	Kambira	Windsor, N.S.	Ship—3 m.	1882	Kingsport, N.S.	237 0	44 0	26 7	1885	The Ship Kambira Co., Ltd., Wolfeville, N.S.
107,969	Kandahar	Lunenburg	Schr—Glt	1900	Lunenburg, N.S.	95 6	25 0	9 6	100	Wm. Shupe, Lunenburg, N.S.
107,672	Karen	Quebec	Sloop	1897	Yarmouth, N.S.	40 0	12 0	4 4	16	John Foreman, Montreal, Que.
107,970	Karnoe	Lunenburg	Schr—Glt	1900	Lunenburg, N.S.	95 6	24 6	9 4	97	Samuel Ritcey, jr., Ritcey's Cove, N.S.
80,031	Katahdin	St. John, N.B.	Bk—Bq	1880	Kingsport, N.S.	194 8	38 3	23 3	1145	Robert Thomson and John H. Thomson, St. John, N.B.
92,290	Katahdin	Owen Sound	Schr—Glt	1888	Owen Sound, Ont.	150 0	30 9	10 9	381	Spanish River Lumber Co., Spanish River, Ont.
64,239	Kate	Paspebiac	"	1871	Green Bay, Nfld	70 0	18 0	8 9	68	Le Bottillier Bros. & Co., Ltd., Paspebiac, Que.
64,132	Kate	Victoria	"	1863	San Francisco, Cal., U.S.A.	64 6	18 3	6 2	58	S. Williams, M.O., Victoria, B.C.
	Kate	Montreal	Barge—Chd	1862	St. Francis, Que.	101 2	22 1	7 2	113	L. St. Denis, Lachine, Que.
38,515	Kate B.	Arichat	Schr—Glt	1872	River Bourgeoise, N.S.	54 9	18 0	7 6	35	John McMullin, Bridgeport, N.S.
59,369	Kate Clark	St. Andrews	"	1873	Trenton, Me., U.S.A.	60 3	21 5	7 1	54	Thos. E. Sherwood, New York, U.S.A.
80,071	Kate F. Troop	St. John, N.B.	Bk—Bq	1881	Tynemouth, St. John, N.B.	187 0	37 5	22 1	1097	H. D. Troop, St. John, N.B.
94,849	Kate Grant	Windsor, Ont.	Scow—Chd	1880	Conneant, U.S.A.	60 4	17 8	4 0	47	Denis Parent, Tecumseh, Ont.
	Kathleen	Ottawa	Barge—Chd	1873	Ottawa, Ont.	87 0	18 0	6 0	94	J. B. A. Mongenais, Montreal, Que.
94,996	Kathleen	Charlottetown	Bktn—Bkgt	1889	Grand River, P.E.I.	140 0	29 9	14 0	351	John Yeo, Port Hill, P.E.I.
107,543	Kathleen	St. John, N.B.	Sloop	1891	Rothsay, N.B.	23 2	9 0	3 6	4	Albert McArthur, St. John, N.B.
73,967	Katie	Liverpool	Schr—Glt	1876	Liverpool, N.S.	36 5	13 3	6 0	14	D. Cronan, et al., Lockeport, N.S.
77,755	Katie	Charlottetown	"	1879	Jordan River, N.S.	91 0	24 6	9 4	107	Chas. Lyons, Charlottetown, P.E.I.
88,467	Katie	Arichat	"	1889	French Cove, N.S.	32 8	14 7	5 3	11	J. P. LeBlanc, West Arichat, N.S.
94,670	Katie A. Burns	Halifax	"	1889	St. Mary's, N.S.	53 5	17 0	6 8	36	Jos. White, Murray Harbour South, P.E.I.
100,381	Katie B.	Sydney	"	1893	Lorraine, N.S.	48 0	14 5	6 6	24	John H. Burke, Lorraine, N.S.
103,461	Katie B.	Arichat	"	1900	River Bourgeoise, N.S.	41 5	13 9	5 9	16	John Burke, River Bourgeoise, N.S.
83,105	Katie Bell	Richibucto	"	1888	Richibucto, N.B.	32 9	11 6	4 9	11	John L. Murphy, Campbellton, P.E.I.
66,259	Katie E. Stuart	Halifax	"	1871	West Cape, P.E.I.	63 4	20 2	7 6	54	Isaac Gagné, Anchor Point, Nfld.
97,074	Katie E. Wall	Charlottetown	"	1892	Princetown Royalty, P.E.I.	43 9	14 7	6 3	23	Peter McNutt, Malpeque, P.E.I.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10lbs Pds.	Ft. 10lbs Pds.	Ft. 10lbs Pds.		
75,911	Katie Eccles.....	Napawee.....	Schr—Glt.....	1877	Deseronto, Ont.....	95 0	24 0	8 0	122	Chas. J. McCallum, Colborne, Ont.
100,216	Katie M.....	Halifax.....	".....	1890	Little Harbour, N.S.....	35 6	13 3	4 8	11	T. Brophy, Prospect, N.S.
96,936	Katie & Ella.....	Charlottetown.....	Sloop.....	1880	Five Mile River, Conn., U.S.A.....	47 5	15 8	4 8	20	Florence McNeill, Wood Islds., P.E.I.
77,957	Kedron.....	Annapolis.....	Schr—Glt.....	1880	Granville, N.S.....	45 9	16 1	6 3	22	Ansell Snow, Digby, N.S.
80,573	Keepsake.....	Windsor, Ont.....	Scow—Chd.....	1880	River Puce, Ont.....	72 6	19 9	3 7	45	Horace Fleury, Belle River, Ont.
94,934	Keewatin.....	Port Hope.....	Schr—Glt.....	1888	Lakeport, Ont.....	120 0	25 0	10 0	199	A. Campbell, Lakeport, Ont.
94,853	Keewaydin.....	Parrsboro'.....	".....	1889	Port Greville, N.S.....	108 0	28 4	10 1	187	Fred. Roberts, Parrsboro', N.S.
107,077	Kelpie.....	St. John, N.B.....	Sloop.....	1883	Yarmouth, N.S.....	24 1	10 0	2 3	5	Wm. A. McLaughlin, St. John, N.B.
80,087	Kelverdale.....	".....	Bk—Bq.....	1881	Kingsport, N.S.....	193 0	38 0	22 9	1132	Robert Thomson and John H. Thomson, St. John, N.B.
107,981	Kestrel.....	Shelburne.....	Schr—Glt.....	1900	Shelburne, N.S.....	89 0	25 0	9 6	99	George A. Cox, Shelburne, N.S.
92,548	Kildonan.....	Montreal.....	".....	1888	Kingston, Ont.....	174 1	33 0	11 1	499	Montreal Transportation Co., Montreal, Que.
100,649	Kilmeny.....	Victoria.....	".....	1893	Victoria, B.C.....	46 8	14 0	5 8	18	R. Mugford, Sooke, B.C.
107,578	Kimberley.....	Chatham, N.B.....	Barge—Chd.....	1900	Chatham, N.B.....	115 3	24 5	6 1	148	J. B. Snowball Co., Ltd., Chatham, N.B.
111,404	Kimberley.....	Lunenburg.....	Schr—Glt.....	1900	Mahone Bay, N.S.....	91 8	24 5	9 5	92	Charles U. Mader, Mahone Bay, N.S.



## SESSIONAL PAPER No. 21b

92,507	Kinetics	St. Andrews	Sloop	1884	Back Bay, N.B.	29	6	11	2	6	0	10	Frank Pendleton, West Isles, N.B.
111,466	King Edward	Chatham, N.B.	Schr—Glt	1901	Caraquet, N.B.	38	5	13	0	5	3	14	James H. Lantaigne, Caraquet, N.B.
103,949	King Fisher	"	"	1899	Shippegan, N.B.	38	0	12	7	5	0	13	Wm. Fruing & Co., Ltd., Jersey.
88,516	Kingfisher	Sydney	"	1886	Ingonish, N.S.	33	9	13	2	5	1	10	S. Vriken, North Sydney, N.S.
88,581	Kingfisher	Yarmouth	"	1884	Eel Brook, N.S.	59	8	19	1	7	3	47	A. F. Stoneman, Yarmouth, N.S.
96,978	Kingfisher	Ottawa	"	1892	Shelburne, N.S.	100	0	23	7	10	0	107	The Minister of Marine and Fisheries, Ottawa, Ont.
	Kinghorn	Montreal	Barge—Chd	1871	Montreal, Que.	131	0	24	8	9	1	303	Montreal Transportation Co., Montreal, Que.
94,740	Kings County	Windsor, N.S.	Ship—3 m	1890	Kingsport, N.S.	255	0	45	5	25	7	2061	The Ship Kings County Co., Ltd., Wolfville, N.S.
103,958	Kingston	Montreal	Barge—Chd	1898	Kingston, Ont.	181	0	35	0	12	0	578	Montreal Transportation Co., Montreal, Que.
111,632	Kipling	Lunenburg	Schr—Glt	1900	La Have, N.S.	105	0	27	0	10	3	142	Thomas A. Wilson, Bridgewater, N.S.
107,626	Kirle	New Westminster	Barge—Chd	1898	Vancouver, B.C.	50	0	14	6	4	0	23	The Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
100,981	Kite	Chatham, N.B.	Schr—Glt	1888	Caraquet, N.B.	36	0	12	1	5	1	11	C. Robin, Collas & Co., Ltd., Jersey.
103,288	Kite	"	"	1895	Shippegan, N.B.	34	7	12	0	4	8	10	T. Abier, Shippegan, N.B.
107,774	Klondyke	"	"	1900	Caraquet, N.B.	37	6	13	0	5	5	14	C. Robin, Collas & Co., Ltd., Jersey.
103,732	Klondyke	Parrsboro'	"	1897	Port Greville, N.S.	74	8	24	6	7	7	78	E. Willigan, Parrsboro', N.S.
103,960	Klondyke	Montreal	Sloop	1898	Pierreville, Que.	125	9	27	2	10	8	275	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
74,015	Kohinoor	Charlottetown	Schr—Glt	1876	Lunenburg, N.S.	77	5	23	4	8	9	77	P. Clarkin, Charlottetown, P.E.I.
103,283	Koh-i-noor	Chatham, N.B.	"	1895	Caraquet, N.B.	37	0	12	8	5	2	13	P. Rive, Caraquet, N.B.
90,642	Komaroff	Yarmouth	"	1883	Shelburne, N.S.	33	5	12	7	4	7	10	John Brow, Harbour au Bouche, N.S.
111,410	Kuvera	Lunenburg	"	1900	Malone Bay, N.S.	93	3	25	0	9	4	99	James Young, Lunenburg, N.S.
78,033	L. C. Larned	Chatham, Ont.	"	1875	Port Huron, Mich., U.S.A.	72	0	19	0	5	3	43	D. W. Crowe, Chatham, Ont.
94,661	L. C. Tough	Shelburne	"	1888	Malone Bay, N.S.	33	9	12	2	5	4	12	A. Swaine, Black Point, N.S.
96,833	L. E. Young	Lunenburg	"	1890	Lunenburg, N.S.	76	5	22	3	8	5	89	A. F. Cameron, Sherbrooke, N.S.
96,968	L. G. Crosby	Yarmouth	Bgtn—Bkgt	1890	Shelburne, N.S.	126	0	29	0	12	4	298	George H. Perry, Yarmouth, N.S.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—*Continued*LISTE ALPHABÉTIQUE des vapeurs canadiens inscrits sur les registres, etc.—*Suite.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
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						Ft. 10ths	Ft. 10ths	Ft. 10ths		
85,685	L. M. Ellis.....	Digby .....	Schr—Glt .....	1883	Digby, N.S. ....	55 0	18 4	5 8	35	George Lent, <i>et al.</i> , Freeport, N.S.
61,578	L. P. Churehill..	Shelburne .....	" .....	1874	Lewis Head, N.S. ....	84 0	24 0	9 6	99	Jos. Laboldt, Louisburg, N.S.
94,929	L. W. Drake.....	Pictou, Ont. ....	Barge—Chd .....	1881	Saginaw, Mich., U.S.A.	155 0	30 5	10 0	397	Arthur W. Hepburn, Pictou, Ont.
77,267	L. Fédna.....	St. John, N.B. ....	Schr—Glt .....	1876	St. Martin's, N.B. ....	74 0	24 7	6 5	68	Joshua Prescott, St. Martin's, N.B.
107,113	L. Morton.....	Halifax.....	" .....	1898	Shelburne, N.S. ....	67 0	19 8	7 9	60	Simeon Coolen, Hubbard's Cove, N.S.
74,226	L'Ani du Peuple ..	Montreal. ....	Sloop .....	1874	St. Marcel, Que .....	86 6	22 0	6 1	78	Ignace Caron, jr., St. Aimé, Que.
103,623	L'Ange.....	Quebec.....	" .....	1895	Isle Verte, Que.....	30 6	11 9	4 6	10	L. Michaud, Isle Verte, Que.
92,763	L'Audacieuse.....	" .....	Schr—Glt .....	1889	Chicoutimi, Que .....	55 8	20 0	7 5	48	G. Tremblay, St. Fidèle, Que.
80,655	L'Auréat.....	" .....	" .....	1879	Cap Santé Que.....	57 6	5 2	6 4	39	Malcolm Hovington, Bon Désir, Que.
77,595	L'Aurore.....	Montreal.....	Barge—Chd .....	1878	St. Aimé, Que .....	87 5	15 7	6 4	73	Edmond Comptois, Sorel, Que.
103,138	L'Espervier.....	Quebec.....	Sloop.....	1894	Baie St. Paul, Que.....	37 2	13 8	5 2	15	Telesphore Gendreau, Montmagny, Que.
83,347	L'Espérance en Marie	" .....	Schr—Glt .....	1881	Petite Rivière, Que.....	56 4	19 5	7 2	44	Aimé Guerin, St. Siméon, Que.
90,887	L'Etoile.....	Yarmouth.....	" .....	1888	Tusket Wedge, N.S. ....	60 6	19 2	6 9	48	Collins Titus, Westport, N.S.
107,773	L'Etoile.....	Chatham, N.B. ....	" .....	1900	Carsquet, N.B. ....	37 0	13 8	5 6	15	Prudent Gallien, Carsquet, N.B.

## SESSIONAL PAPER No. 21b

103,980	L'Etoile de la Mer.	Quebec	"	1897	Baie St. Paul, Que.	48 6	16 8	6 4	29	P. Boily, Baie St. Paul, Que.
107,493	L'Etoile de la Mer.	"	Sloop.	1897	St. Siméon, Que.	35 2	11 4	4 5	11	F. Savard, St. Siméon, Que.
80,673	L'Exportation.	Montreal.	Barge—Chd	1881	St. Aimé, Que.	95 6	20 4	6 5	108	Ignace Caron, St. Aimé, Que.
52,494	L'Honorable J. Cauchon.	Quebec	Schr—Glt	1865	Quebec, Que.	69 4	20 3	8 8	62	Joseph Blouin, St. Jean, Island of Orleans, Que.
100,171	L'Impérial.	Montreal.	Barge—Chd	1891	Pierreville, Que.	140 0	27 7	11 5	338	The Canadian Forwarding & Export Co., Ltd., Montreal Que.
77,870	L'Islet.	Quebec	Sloop.	1878	L'Islet, Que.	49 0	16 7	4 7	23	Delphin Langlois, Isle Aux Grues, Que.
92,538	L'Union.	Montreal.	Barge—Chd	1888	Yamaska, Que.	132 0	26 9	11 0	304	A. Lomer, Montreal, Que.
111,490	La Bellay.	Quebec	Schr—Glt	1900	St. Siméon, Que.	69 2	23 0	8 0	80	Aime Bellay, St. Siméon, Que.
103,625	La Bienvenue.	"	"	1896	Baie St. Paul, Que.	53 4	18 2	7 2	38	J. Simard, Baie St. Paul, Que.
88,316	La Canadienne.	"	"	1885	St. Luce, Que.	64 8	19 3	7 4	54	J. Simard, St. Alexis, Chicoutimi, Que.
103,355	La Clerina.	"	"	1894	Green Island, Que.	42 2	13 6	5 8	20	N. Levesque, Green Island, Que.
96,838	La France.	Lunenburg	"	1890	Lunenburg, N.S.	76 4	22 2	8 5	89	S. R. Balcom, Bay of Islands, Nfld.
72,939	La Galiotte.	Quebec	"	1875	Malbaie, Que.	40 8	15 0	6 6	18	A. Riverin, jr., St. Etienne de la Malbaie, Que.
75,700	La Jeune Perdrix.	"	"	1878	St. Jean, Island of Orleans, Que.	39 5	13 0	5 6	18	Theodore Clouthier, Moisie, Que.
112,045	La Marie Reine.	"	"	1902	River Claude, Que.	88 2	26 2	10 0	126	Joseph Rioux, Riviere Claude, Que.
80,755	La Marina.	"	"	1878	Betchouan, Que.	43 3	15 5	6 0	18	Dominique Lapierre, Isle Verte, Que.
100,855	La Marinière.	"	"	1893	Riviere Claude, Que.	67 2	21 6	8 0	76	Thos. Simard, St. Alphonse, Saguenay Co., Que.
74,355	La Mode.	Pictou, N.S.	"	1877	Merigonish, N.S.	48 7	15 1	6 2	26	John Forrestall, Auld's Cove, N.S.
75,696	La Mouette.	Quebec	"	1877	Quebec, Que.	73 5	20 8	8 5	65	Corporation of Pilots, Quebec, Que.
71,624	La Providence.	Montreal.	Sloop.	1875	Yamaska, Que.	100 3	22 1	6 2	94	J. B. Allard, jr., Sorel, Que.
107,510	La Punaise.	Quebec	"	1898	St. Siméon, Que.	31 4	12 0	4 0	10	F. X. Morin, St. Siméon, Que.
100,328	La Rose.	Yarmouth	Schr—Glt	1894	Eel Brook, N.S.	38 0	13 2	4 4	13	M. N. Amiro, Eel Brook, N.S.
59,892	La Sorcière.	Quebec	Barge—Chd	1863	St. Jean des Chaillons, Que.	68 5	22 0	5 5	44	P. C. Lavasseur, St. Jean des Chaillons, Que.
100,192	Labrador.	Victoria	Schr—Glt	1891	Vancouver, B.C.	50 8	16 0	7 6	25	Henry Wilson, Victoria, B.C.
77,597	Lac St. Pierre.	Montreal.	Sloop.	1879	St. Thomas de Pierreville, Que.	91 0	22 7	6 4	89	Agapit Daneau, St. Thomas, Que.



## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

## LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official Number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction,	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner and Address. Armateur ou armateur géant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.		
80,651	Lac Superior.....	Montreal.....	Sloop.....	1879	St. Thomas de Pierreville, Que.	98 0	22 8	6 9	105	A. Pagé, Berthier, Que.
92,291	Lackawanna.....	Ottawa.....	Barge—Chd.....	1884	Champlain, Que.	106 0	22 7	7 0	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
77,766	Laconic.....	Shelburne.....	Schr—Glt.....	1880	McNutt's Island, N.S.	39 5	14 3	5 8	15	John Welch, Deer Island, N.B.
107,901	Lady Aberdeen.....	St. Andrews.....	Sloop.....	1895	Quaco, N.B.	32 6	14 7	6 0	18	Alva B. Small, Grand Manan, N.B.
103,856	Lady Bird.....	Halifax.....	".....	1897	Dartmouth, N.S.	23 6	6 6	4 0	2	Lt.-Col. A. W. A. Duncan, Naughton, Eng.
103,056	Lady Bourque.....	Yarmouth.....	Schr—Glt.....	1886	Tusket, N.S.	38 5	13 2	4 0	11	M. Bourke, Tusket, N.S.
72,072	Lady Fougère.....	Arichat.....	".....	1883	River Bourgeoise, N.S.	40 7	13 7	5 4	15	Docite Fougère, River Bourgeoise, N.S.
75,889	Lady Franklyn.....	Charlottetown.....	".....	1881	Tatamagouche, N.S.	72 4	21 8	8 0	77	Geo. Jester, North Sydney, N.S.
71,924	Lady Hill.....	Pictou, N.S.	".....	1875	Exploits Bay, Nfld.	67 8	19 9	8 5	64	A. M. Banks, Halifax, N.S.
111,480	Lady Laurier.....	Arichat.....	".....	1901	Petite de Grat, N.S.	32 6	11 0	5 3	12	S. A. Boudrot, Petite de Grat, N.S.
96,784	Lady May.....	Halifax.....	".....	1890	Chezzetcook, N.S.	45 3	16 6	6 4	25	Prosper A. Garcia, Rose Blanche, Nfld.
107,183	Lady May.....	Charlottetown.....	".....	1898	Belle River, P.E.I.	46 6	14 6	5 0	21	F. J. G. McDougall, Belle River, P.E.I.
107,705	Lady Napier.....	".....	Bgtn—Bkgt.....	1902	Georgetown, P.E.I.	113 8	27 0	11 7	245	D. Gordon, Georgetown, P.E.I.
111,581	Lady Smith.....	Peterborough.....	Barge—Chd.....	1899	Lakefield, Ont.	86 0	20 0	5 2	76	Wm. H. White, Lakefield, Ont.

## SESSIONAL PAPER No. 21b

112,059	Lady of Avon.....	Windsor, N.S.....	Schr—Glt.....	1902 Horton, N.S.....	124 0	32 6	11 0	249	The schr. Lady of Avon Co., Ltd., Horton, N.S.
38,516	Lady of the Lake.....	Arichat.....	"	1872 Bras d'Or Lake, N.S.....	49 4	17 2	7 0	25	Peter Landry, St. Peters, N.S.
69,105	Lady of the Lake.....	Halifax.....	"	1873 Porter's Lake, N.S.....	42 1	15 7	6 0	20	Jos. Kennedy, Montague, P.E.I.
107,809	Ladysmith.....	St. John, N.B.....	"	1900 Cambridge, N.B.....	51 7	20 2	5 3	30	Arch. Fanjoy, Cambridge, N.B.
111,461	Ladysmith.....	Chatham, N.B.....	"	1900 Shippegan, N.B.....	37 6	13 6	6 1	17	Thiburse Robichaud, Shippegan, N.B.
112,324	Ladysmith.....	Parrsboro'.....	Bktn—Bkgt.....	1902 Lower Economy, N.S.....	176 2	35 9	17 8	698	R. P. Soley, Lower Economy, N.S.
72,089	Lafrènière et St. Onge.....	Montreal.....	Sloop.....	1874 Yamaska, Que.....	103 2	22 5	8 0	131	Jas. Williamson, Grenville, Que.
96,881	Lake St. Louis, No.1.....	Ottawa.....	Floating Lights.....	.....	58 2	16 8	7 8	63	The Minister of Marine and Fisheries, Ottawa, Ont.
96,882	Lake St. Louis, No.2.....	"	"	.....	58 2	16 8	7 9	64	"
96,883	Lake St. Louis, No.3.....	"	"	.....	58 2	16 8	7 6	66	"
96,884	Lake St. Peter, No.1.....	"	"	.....	56 4	15 6	7 2	46	"
96,885	Lake St. Peter, No.2.....	"	"	.....	56 4	15 6	7 2	46	"
96,886	Lake St. Peter, No.3.....	"	"	.....	56 4	15 6	7 2	46	"
107,336	Lakeside.....	Yarmouth.....	Bktn—Bkgt.....	1900 Grangemouth, G.B.....	181 6	35 1	14 4	726	The Lakeside Shipping Co., Ltd., Yarmouth, N.S.
74,283	LaLiberté.....	Quebec.....	Sloop.....	1875 St. Jean des Chaillons, Que.....	110 0	24 0	8 0	135	N. E. Angers, Ste. Anne de la Parade, Que.
71,603	Lancaster.....	Montreal.....	Barge—Chd.....	1873 Lancaster, Que.....	125 1	22 8	9 5	220	Pierre Paul, Sorel, Que.
88,399	Landskrona.....	Windsor, N.S.....	Bk—Bq.....	1886 Gardner's Creek, N.B.....	206 8	39 7	23 5	1330	John M. Smith, Windsor, N.S.
96,918	Lapwing.....	Kingston.....	Schr—Glt.....	1892 Garden Island, Ont.....	175 7	31 2	12 1	516	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
90,438	Lark.....	Barrington.....	Sloop.....	1892 Barrington, N.S.....	33 7	12 2	6 3	13	Samuel Atwood, Barrington, N.S.
36,147	Lark.....	Halifax.....	Schr—Glt.....	1847 La Have, N.S.....	48 9	14 3	7 0	38	Cornelius Fader, Chester, N.S.
.....	Lark.....	Montreal.....	Barge—Chd.....	1871 Kingston, Ont.....	136 1	27 5	9 4	303	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
100,138	Lark.....	Winnipeg.....	"	1893 St. Boniface, Man.....	100 0	14 5	4 0	39	Francis Paterson, Winnipeg, Man.
103,003	Lark.....	Chatham, N.B.....	Schr—Glt.....	1892 Shippegan, N.B.....	34 0	12 3	4 5	10	Thomas Ahier, Shippegan, N.B.
103,232	Lassie.....	Montreal.....	Sloop.....	1894 Roslyn, U.S.A.....	20 4	6 2	1 1	1	H. M. Molson, Montreal, Que.
111,635	Latooka.....	Lunenburg.....	Schr—Glt.....	1901 La Have, N.S.....	91 3	24 3	9 3	99	Rufus Conrad, La Have, N.S.

## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

## LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.				Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur géant, et adresse.
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61,837	Laughing Waters	Yarmouth	Schr—Glt	1871	Port Mouton, N.S.	51 7	18 6	6 8		32 J. Goodwin, jr., Argyle, N.S.	
100,335	Launberga	Maitland	Bk—Bq	1893	Maitland, N.S.	203 3	39 1	23 0		1215 F. McDougall, Sackville, N.B.	
88,473	Laura	Winnipeg	Barge—Chd	1880	Icelandic River, Man.	66 0	14 9	4 5		35 The Lake Winnipeg Transportation, Lun- ber & Trading Co., Winnipeg, Man.	
96,956	Laura	St. John, N.B.	Wdgt—Bab.	1890	Chipman, N.B.	59 0	23 0	5 0		40 Alex. Gale, Waterborough, N.B.	
96,772	Laura	Port Hawkesbury	Schr—Glt	1894	Margaree, N.S.	52 0	17 2	6 7		27 John C. Munro, Margaree, N.S.	
103,312	Laura	"	"	1895	Cheticamp, N.S.	42 5	13 4	4 9		13 John Doucette, Cheticamp, N.S.	
103,316	Laura	"	"	1894	"	33 8	10 9	5 1		10 Ubald Bourgeois, Eastern Harbour, N.S.	
103,333	Laura	Montreal	Barge—Chd	1895	Yanaska, Que.	141 7	29 4	11 2		339 Canadian Forwarding & Export Co., Ltd., Montreal, Que.	
103,540	Laura	Halifax	Schr—Glt	1896	Chezetcook, N.S.	49 8	16 9	6 8		31 Herbert Greencough, Petpeswick, N.S.	
51,782	Laura	"	"		U.S.A.	65 6	19 3	7 2		53 Geo. E. M. Lewis, Lewiston, N.S.	
107,501	Laura	Quebec	Sloop	1897	Tadousac, Que.	37 2	13 8	4 9		16 B. Caron, Tadousac, Que.	
107,662	Laura	"	Schr—Glt	1898	Rimouski, Que.	28 0	10 5	4 2		8 The Minister of Lands, Mines & Fisher- ies for Prov. of Quebec, Quebec, Que.	
107,290	Laura	Liverpool	"	1901	Liverpool, N.S.	129 6	31 0	12 4		299 John Harlow, <i>et al.</i> , Milton, N.S.	
80,980	Laura B.	Sydney	"	1883	Ste. Ann's, N.S.	74 2	23 6	8 7		90 Solomon Bonnell, North Sydney, N.S.	



SESSIONAL PAPER No. 21b

111,908	Laura B. G.	Arichat.	"	1902	Country Harbour, N.S.	31	0	11	6	4	6	10	Benj. Gerrior, Tor Bay, N.S.
112,049	Laura C.	Lunenburg.	"	1902	La Have, N.S.	122	6	30	5	11	0	249	John M. Gibson, La Have, N.S.
71,329	Laura C.	Amherst, N.S.	"	1877	Tidnish, N.S.	51	0	17	3	6	0	31	Edward Boswell, Victoria, P.E.I.
103,738	Laura C. Hall	Parrsboro'	"	1898	Parrsboro', N.S.	81	0	25	6	8	1	100	C. W. Rockwell, River Hebert, N.S.
94,788	Laura C. Zwicker	Lunenburg.	"	1889	Mahone Bay, N.S.	71	3	23	5	9	2	85	J. E. Backman, La Have, N.S.
61,615	Laura Cox	Gwynsboro'	"	1875	Country Harbour, N.S.	58	7	20	5	7	1	49	John McKinnon, D'Escousse, N.S.
88,565	Laura D.	Kingston.	Sloop.	1884	Kingston, Ont.	64	6	16	7	5	0	36	Chancy Daryan, Simcoe Island, Ont.
74,054	Laura E. Douglas	Barrington	Schr—Glt	1876	Port Clyde, N.S.	58	8	18	8	7	1	39	John T. Dicks, Georgetown, P.E.I.
101,246	Laura E. Franklin	Halifax.	"	1892	St. George's Bay, Nfld.	54	5	20	0	7	9	46	John S. Cooper, Wine Harbour, N.S.
69,184	Laura May	Lunenburg.	"	1873	La Have, N.S.	61	0	19	0	7	6	45	Joseph Benning, St. Pierre, Miquelon.
96,797	Laura Pheobe	Halifax.	"	1890	Musquodoboit, N.S.	41	5	14	6	6	0	18	John Kent, Musquodoboit, N.S.
88,455	Laura Victoria	Arichat.	"	1888	St. Peters, N.S.	58	4	17	7	7	1	39	John J. Hemphill, Georgetown, P.E.I.
77,883	Laureat	Quebec.	"	1878	La Petite Riviere, St. Francois-Xavier, Que.	50	3	16	8	5	0	23	Abel Simard, La Petite Riviere, St. Francois-Xavier, Que.
97,066	Laurel	Charlottetown	"	1892	New Glasgow, P.E.I.	72	8	22	0	7	7	76	Wm. Moffatt, Mayfield, P.E.I.
111,977	Laurel	Vancouver	"	.....	Ballard, Wash., U.S.A.	78	0	21	0	8	4	84	Frank Burnett, Vancouver, B.C.
100,451	Laurentides.	Quebec.	"	1890	Quebec, Que.	65	0	21	6	6	0	55	François Bouchard, Quebec, Que.
103,035	Laval.	Ottawa.	Dredge—Drague	1893	Ottawa, Ont.	152	6	31	0	12	6	296	The Minister of Public Works, Ottawa, Ont.
111,838	Lavina D.	Digby.	Schr—Glt	1902	Mavilette, N.S.	41	0	12	7	6	0	21	Jas. Doucette Mavilette, N.S.
103,702	Lavinie.	Yarmouth	"	1896	Pinkney's Point, N.S.	64	0	21	5	7	4	50	D. Surette, Yarmouth, N.S.
94,780	Lawrence.	Lunenburg.	"	1888	Lunenburg, N.S.	76	4	23	5	9	2	87	S. F. Griffin, Goldboro', N.S.
103,619	Le Canadien	Quebec.	Sloop.	1895	Tadoussac, Que.	54	0	16	8	5	8	31	H. Caron, Tadoussac, Que.
107,509	Le Céline.	"	"	1898	St. Simeon, Que.	33	9	11	8	4	5	10	Auguste Desbiens, St. Simeon, Que.
111,659	Le Maria.	Montreal	"	1901	St. Thomas de Pierreville, Que.	99	6	23	0	6	6	117	Adolphe Laperriere, jr., Pierreville, Que.
100,456	Le Marquis de Lorne	Quebec.	"	1880	Tadoussac, Que.	38	0	14	6	4	9	17	A. Talbot, Cap St. Ignace, Que.
92,333	Le Pelican.	"	Schr—Glt	1886	Château Richer, Que.	63	8	22	0	6	2	48	Edouard Bouchard, Quebec, Que.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
85,452	Le Petrel.....	Quebec.....	Sloop.....	1882	Quebec, Que.....	42 5	16 0	4 0	18	Simon Peters, Quebec, Que.
103,360	Le Point du Jour....	".....	Barge—Chd.....	1895	St. Thomas de Pierre-ville, Que.	102 6	22 6	6 6	123	Ignace Caron, Sorel, Que.
94,947	Leader.....	Shelburne.....	Schr—Glt.....	1889	Shelburne, N.S.....	88 0	24 0	10 6	128	George A. Cox, Shelburne, N.S.
107,535	Leader.....	St. John, N.B.....	Wdgt—B&b.....	1898	Canning, N.B.....	63 8	23 4	6 2	55	A. McM. Thurrotti, Canning, N.B.
37,551	Leading Star.....	Halifax.....	Schr—Glt.....	1854	Lunenburg, N.S.....	56 3	17 8	7 4	39	C. W. Bond, Chester, N.S.
100,077	Leah D.....	St. John, N.B.....	".....	1891	Waterborough, N.B., ..	64 9	23 6	5 5	48	Eben Slocum, Waterborough, N.B.
107,374	Leah Hardy.....	Sydney.....	".....	1901	Gabarouse, N.S.....	45 1	14 5	6 0	20	John Dicks, Georgetown, P.E.I.
74,206	Leda.....	Montreal.....	Sloop.....	1873	Sorel, Que.....	104 6	21 0	7 2	122	F. X. Croteau, Leclereville, Que.
92,769	Leda.....	Quebec.....	Barge—Chd.....	1890	Yamaska, Que.....	105 0	22 1	8 2	148	Arsène B. Champagne, Lanoraie, Que.
73,022	Lédée Adèle.....	Amherst, M.I.....	Schr—Glt.....	1877	Point Basse, Que.....	65 3	20 7	7 6	50	Nazaire Jomphe, House Harbour, Mag- dalen Islands, Que.
100,296	Leigh J.....	Chatham, N.B.....	".....	1892	Chatham, N.B.....	52 0	17 3	6 8	34	W. S. Loggie Co., Ltd., Chatham, N.B.
96,763	Lelia Linwood.....	Arichat.....	".....	1870	Salisbury, Mass. U.S.A.	75 5	21 5	7 9	67	Robert Nutter, Port Caledonia, N.S.
103,468	Lelia & Maud.....	".....	".....	1900	Arichat, N.S.....	56 3	17 0	8 0	38	Simon Poucher, Arichat, N.S.
85,996	Lena.....	St. John, N.B.....	".....	1882	Carleton, N.B.....	33 0	12 0	4 7	8	John Shannon, Musquash, N.B.

SESSIONAL PAPER No. 21b

100,320	Lena.	Barrington	"	1892	Pubnico, N.S.	40 0	13 2	5 5	13	Levitt Nickerson, Cape Island, N.S.
100,343	Lena.	Maitland	"	1901	Noel, N.S.	62 2	20 5	7 2	51	E. A. O'Brien, Noel, N.S.
90,840	Lena A.	Port Medway	"	1899	Liverpool, N.S.	32 0	10 0	5 2	11	C. A. Bowlby, Port Medway, N.S.
107,126	Lena F. Oxner	Lunenburg	"	1899	Lunenburg, N.S.	88 0	24 0	9 6	99	James Geldert, Lunenburg, N.S.
111,905	Lena Jane.	Arichat	"	1901	Petite de Grat, N.S.	31 0	10 6	5 6	11	Dominic Boudrot, Petite de Grat, N.S.
100,876	Lena Maud.	St. John, N.B.	"	1893	Whitehead, N.B.	78 4	27 2	7 0	98	W. J. Giggey, Rexton, N.B.
90,729	Lenore.	Halifax	Sloop	1887	Truro, N.S.	30 2	7 6	4 2	5	Henry C. McLeod, Halifax, N.S.
85,342	Leo	Lunenburg	Bgtn—Bkgt.	1882	Mahone Bay, N.S.	97 2	24 6	10 8	165	James Eisenhauer & Co., Lunenburg, N.S.
100,075	Leo.	St. John, N.B.	Schr—Glt.	1891	Waterborough, N.B.	80 2	26 5	6 9	93	J. N. Pugsley, Parrsboro', N.S.
100,951	Leo	Chatham, N.B.	"	1893	Caraquet, N.B.	37 5	12 4	5 2	13	W. S. Loggie Co., Ltd., Chatham, N.B.
77,868	Léodore	Quebec.	"	1878	Natashquan, Que.	56 5	18 5	7 3	39	Alphonse Letallier, Quebec, Que.
61,906	Leona	Liverpool	"	1870	Liverpool, N.S.	52 0	16 5	6 1	26	A. Harrington, Liverpool, N.S.
94,874	Leona	Montreal	Sloop	1888	Pierreville, Que.	107 6	22 8	7 3	145	A. Martineau, Yamaska, Que.
100,106	Leonard B.	Parrsboro'	Schr—Glt.	1891	Port Greville, N.S.	88 8	25 9	7 8	121	J. G. Walters, River Hebert, N.S.
107,065	Leonard Parker.	St. John, N.B.	"	1897	Tynemouth, N.B.	127 9	29 8	10 4	246	R. C. Elkin, St. John, N.B.
80,822	Leone.	Lunenburg	"	1880	Lunenburg, N.S.	73 4	22 2	8 5	79	John Begg, Rose Blanche, Nfld.
83,341	Léonille	Quebec.	"	1881	Mille Vaches, Que.	38 0	13 1	4 6	13	Edmond Tremblay, St. Anne de Port-neuf, Que.
72,098	Leonora.	Chatham, N.B.	"	1876	Richibucto, N.B.	56 8	18 3	6 9	36	C. E. Myers, Crapaud, P.E.I.
96,827	Leopold.	Barrington	"	1889	Lunenburg, N.S.	79 6	24 0	9 3	93	W. H. Swine, Barrington, N.S.
100,177	Léopold	Montreal	Sloop	1891	St. François, Que.	107 5	22 2	7 3	144	P. Desmarais, St. François, Que.
100,459	Les Ecureuils.	Quebec.	Schr—Glt.	1892	Les Ecureuils, Que.	65 2	18 6	6 9	57	Albani Pilot, Portneuf, Que.
111,439	Leslie L.	Halifax	"	1902	Shelburne, N.S.	88 0	24 0	9 4	100	The Halifax Sealing Co., Ltd., Halifax, N.S.
59,388	Letitia.	St. Andrews	"	1877	Deer Island, N.B.	30 9	13 5	5 6	10	H. C. Guptill, Grand Manan, N.B.
90,790	Letitia.	Victoria	"	1864	Secqualitche, U.S.A.	46 2	16 0	6 0	28	P. Quatchum, Neuchâtel, B.C.
83,474	Letter B.	St. Andrews	"	1875	Brier Island, N.B.	29 0	12 1	5 6	12	Mrs. Sophia Cook, St. George, N.B.



## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10chs	Ft. 10chs	Ft. 10chs		
72,093	Lettie Dame	Chatham, N.B.	Sch—Glt	1876	P. E. I.	30 5	12 1	4 0	11	J. W. Hierlily, Lot 9, P. E. I.
85,362	Levi Crannell	Ottawa	Barge—Chd	1884	Hull, Que.	111 0	22 8	7 2	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
37,363	Levi Hart	Halifax	Schr—Glt	1853 1872	Crow Harbour, N.S. Guysboro', N.S.	60 3	17 1	7 8	54	Wm. Dooks and Seth Dooks, Jeddore, N.S.
88,670	Levinia	Chatham, N.B.	"	1886	Tignish, P. E. I.	40 0	13 9	5 2	18	John McCarthy, Tignish, P. E. I.
83,251	Levose	Weymouth	"	1881	Granville, N.S.	76 0	21 9	8 0	86	T. Le Blanc, Grosses Coques, N.S.
85,450	Levuka	Windsor, N.S.	Bk—Bq	1884	St. John, N.B.	199 0	39 7	24 3	1351	Chas. DeW. Smith and John M. Smith, J. O., Windsor, N.S.
100,519	Levuka	Parrsboro'	Schr—Glt	1893	Port Greville, N.S.	69 0	24 5	7 1	76	W. W. Graham, Parrsboro', N.S.
103,018	Lewanika	"	"	1894	"	128 0	32 3	11 2	298	Jos. Alliston, St. John, N.B.
107,324	Lewiston	Halifax	"	1900	Sheet Harbour, N.S.	60 5	20 5	8 0	59	George E. M. Lewis, Lewiston, N.S.
92,396	Lia	Kingston	Sloop	1888	Kingston, Ont.	53 0	16 4	4 3	21	James Eccles, Belleville, Ont.
94,639	Libbie	Victoria	Schr—Glt	1889	Shelburne, N.S.	81 0	21 9	9 2	93	Victoria Sealing Co., Ltd., Victoria, B.C.
77,848	Libbie T	Halifax	"	1890	Economy, N.S.	65 0	19 7	8 0	68	Robert Lewis, Economy, N.S.
85,301	Liberal	Montreal	Sloop	1893	St. Ours, Que.	107 0	22 8	10 9	186	F. Marchessault, St. Ours, Que.
	Liberateur	"	Barge—Chd	1871	Yamaska, Que.	103 8	22 4	8 1	156	L. Delisle, Valleyfield, Que.

## SESSIONAL PAPER No. 21b

107,348	Lillie & Julia	St. John, N.B.	Shoop	1897 St. John, N.B.	34 1	12 3	4 0	St. George H. Foster, Grand Manan, N.B.
42,217	Life Boat	Charlottetown	Schr Glt	1892 Port Medway, N.S.	63 5	20 0	7 6	48 D. Anderson, Charlottetown, P.E.I.
107,446	Lighthouse No. 1	Vancouver	Scow Chd	1897 Vancouver, B.C.	36 2	10 0	3 0	8 Federation Brand Canning Co., Ltd., Victoria, B.C.
107,447	Lighthouse No. 2	"	"	1896 " "	30 0	12 0	2 5	7 " "
107,714	Lighthouse No. 3	"	"	1898 " "	36 0	14 0	3 7	14 " "
64,973	Lightning	Quebec	Barge—Chd	1871 Quebec, Que.	109 0	21 5	7 7	154 Hon. Thos. McCreery, Quebec, Que.
42,684	Lightning	St. John, N.B.	Schr Glt	1892 St. John, N.B.	69 3	13 4	7 4	38 Wm. Lahoy, St. John, N.B.
107,660	Lila D. Young	Lunenburg	"	1899 Lunenburg, N.S.	99 0	25 0	9 8	100 John B. Young, Lunenburg, N.S.
61,528	Lillian	Guyshoro'	"	1871 Mahone Bay, N.S.	60 0	19 7	7 4	41 P. Blamphie, Arichat, N.S.
107,129	Lilla B. Hirtle	Lunenburg	"	1899 Lunenburg, N.S.	99 0	25 0	9 8	99 Benjamin Anderson, Lunenburg, N.S.
103,760	Lillian	"	"	1898 LaHave, N.S.	80 2	22 2	9 2	84 D. Getson, LaHave, N.S.
80,904	Lillian	Pictou, Ont.	"	1899 Henderson, N.Y., U.S.A.	55 0	11 6	4 8	20 Jas. Blowers, Toronto, Ont.
111,152	Lillian	Chatham, N.B.	"	1902 Caraquet, N.B.	39 0	13 0	5 6	17 Peter Piott, Caraquet, N.B.
111,878	Lillian Blauvelt	Yarmouth	"	1902 Meteghan River, N.S.	106 0	28 0	10 1	195 J. R. Blauvelt, Tusket, N.S.
88,273	Lillian E.	St. Andrews	"	1884 St. George, N.B.	31 2	11 8	5 9	13 Joseph McGee, St. George, N.B.
111,901	Lillian Louise	Arichat	"	1901 Guyshoro', N.S.	33 0	10 9	5 6	12 Charles P. Boudrot, Petite de Grat, N.S.
88,626	Lillie	Windsor, Ont.	Scow—Chd	1884 Pike Creek, Ont.	70 8	19 3	4 6	46 Julia Nevaux, Windsor, Ont.
103,316	Lillie	Port Haverbury	Schr Glt	1895 Chetump, N.S.	35 2	12 0	5 5	12 Fidele Chinason, Eastern Harbour, N.S.
100,338	Lillie	Maitland	"	1894 Maitland, N.S.	130 9	31 5	11 7	311 M. J. Davis, Clifton, N.S.
80,377	Lillie Bell	St. John, N.B.	"	1881 Rexton, N.B.	79 0	26 6	7 4	89 Geo. W. Erb, St. John, N.B.
107,794	Lillie E.	"	"	1899 Waterborough, N.B.	62 4	23 4	5 7	53 George P. Barton, Waterborough, N.B.
80,064	Lillie G.	"	"	1881 Canning, N.B.	76 4	26 3	6 9	78 Mrs. Ada Ward, Dorchester, N.B.
103,217	Lilly	Ottawa	Scow—Chd	1890 Buckingham, Que.	49 0	10 2	2 5	7 George Rothwell, Buckingham, Que.
96,790	Lilly C.	Halifax	Schr Glt	1888 Sambro, N.S.	35 2	11 8	6 5	12 W. McC Bank, Halifax, N.S.
51,961	Lilly Dale	Yarmouth	"	1865 Beaver River, N.S.	38 0	12 8	5 0	11 Dexter W. Morrison, Westport, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100ths.	Ft. 100ths.	Ft. 100ths.			
74,391	Lilly Macfarlane.....	Toronto.....	Scow—Chd.....	1872	Port Credit, Ont.....	44 5	12 0	3 5	14	Lionel Yorke, Toronto, Ont.	
111,377	Lilly May.....	Arichat.....	Schr—Glt.....	1902	West Arichat, N.S.....	41 9	14 0	5 9	18	Thos. Kehoe, Arichat, N.S.	
42,089	Lily.....	St. Andrews.....	".....	1862	Hillsboro', N.B.....	34 0	10 5	5 6	10	Francis Campbell, Dipper Harbour, N.B.	
38,510	Lily.....	Pictou, N.S.....	".....	{ 1851 1884 }	{ L'Ardoise, N.S.....	55 8	15 2	6 1	23	George Rivers, Pictou, N.S.	
103,280	Lily.....	Chatham, N.B.....	".....	1894	Carasquet, N.B.....	35 0	12 0	6 0	11	Prudent Gallien, Carasquet, N.B.	
80,634	Lima.....	Yarmouth.....	".....	1881	Eel Brook, N.S.....	40 0	12 6	4 7	12	Henry Lewis, Yarmouth, N.S.	
	Lina.....	Montreal.....	Barge—Chd.....	1869	Sorel, Que.....	98 0	22 5	6 9	108	Ant. Lavellée, Sorel, Que.	
83,472	Lindon.....	St. Andrews.....	Schr—Glt.....	1881	St. George, N.B.....	29 0	11 5	6 0	12	Benjamin Parker, West Isles, N.B.	
88,407	Linnet.....	Digby.....	".....	1881	Liverpool, N.S.....	38 5	13 3	5 7	15	Jos. H. Moorehouse, Sandy Cove, N.S.	
100,745	Linnet.....	Windsor, N.S.....	".....	1896	Blomidon, N.S.....	41 4	14 0	4 8	14	A. H. Gibson, Margaretsville, N.S.	
100,510	Linnie & Edna.....	Digby.....	".....	1894	Tiverton, N.S.....	52 2	17 6	6 5	30	Lewis Connors, et al., Black's Harbour, N.S.	
111,717	Linus A.....	Lunenburg.....	".....	1901	Mahone Bay, N.S.....	76 3	22 6	8 5	70	Amiel Conkum, La Have, N.S.	
55,644	Lion.....	Amherst, M.I.....	".....	1873	House Harbour, M. I., Que.	58 0	19 3	7 6	42	V. Richard, Magdalen Islands, Que.	
57,258	Lion.....	Lunenburg.....	".....	1867	Mahone Bay, N.S.....	61 5	19 3	7 6	40	John W. Kenney, Barrington, N.S.	



SESSIONAL PAPER No. 216

103,292	Lion.....	New Westminster ..	Scow—Chd.....	1894 New Westminster, B.C..	85 0	28 5	5 5	124 A. Ewen, New Westminster, B.C.
103,546	Lis.....	Halifax.....	Sloop.....	1886 Dartmouth, N.S.....	23 5	6 4	3 6	3 F. H. Bell, Halifax, N.S.
80,59	Lithophone.....	Toronto.....	Schr—Glt.....	1881 Bronté, Ont. ....	55 0	15 6	3 5	14 Walter G. Naish, Port Credit, Ont.
83,464	Little Annie.....	Digby.....	" ..	1898 Essex, Mass, U.S.A....	44 3	15 3	5 0	19 Walter F. Leonard, St. John, N.B.
75,605	Little Annie.....	Halifax.....	" ..	1878 Port Gilbert, N.S.....	47 0	16 7	6 4	27 Edward Eisner, Marriott's Cove, N.S.
75,851	Little Annie.....	Weymouth.....	" ..	1877 Meteghan River, N.S....	38 8	14 3	5 3	16 Dennis Sullivan, Meteghan, N.S.
94,822	Little Eddie.....	" ..	" ..	1899 Church Point, N.S....	28 6	11 2	4 8	7 G. A. Mallett, Gilbert Cove, N.S.
104,000	Little Gracie.....	St. Andrews.....	" ..	1894 Spencer's Island, N.S....	29 0	11 0	5 0	11 Andrew Millar, St. John, N.B.
103,318	Little Heir.....	Port Hawkesbury ..	" ..	1894 Cheticamp, N.S.....	41 8	13 3	5 9	19 John Chiasson, Eastern Harbour, N.S.
88,261	Little Joe.....	Yarmouth.....	" ..	1883 St. John, N.B.....	46 9	15 0	5 9	18 Harvey Goodwin, Pubnico, N.S.
59,395	Little Minnie.....	St. Andrews.....	" ..	1872 Lubec, Me., U.S.A.....	36 9	14 4	4 9	14 Joseph McGee, St. George, N.B.
59,321	Little Nell.....	" ..	" ..	1853 Gloucester, Mass, U.S.A.	46 5	15 2	5 7	21 Albert Ingersoll, Grand Manan, N.B.
75,750	Lively.. ..	Yarmouth.....	" ..	1877 Meteghan, N.S.....	34 2	11 0	4 0	9 W. Quinty, Carleton, St. John, N.B.
94,871	Livon .....	Montreal.. ..	Sloop.....	1889 Pierreville, Que.....	107 8	22 8	8 2	167 Prospère Laplante, Lachine, Que.
61,520	Lizzie.....	Barrington.....	Schr—Glt.....	1870 Ragged Islands, N.S....	55 0	17 0	7 0	25 Patrick Kelly, Montague, P.E.I.
100,563	Lizzie .....	Sydney .....	Barge—Chd.....	1892 Mahone Bay, N.S....	120 7	25 8	12 9	245 Dominion Coal Co., Ltd., Glace Bay, N.S.
100,900	Lizzie.....	Weymouth.....	Schr—Glt.....	1875 Bath, Me., U.S.A....	76 5	21 8	7 8	68 A. H. Comeau, Meteghan River, N.S.
69,964	Lizzie A. ....	Port Hawkesbury ..	" ..	1877 Strait of Canso, N.S....	44 0	16 0	5 9	20 Augustin McInnes, Earncliffe, P.E.I.
72,282	Lizzie A. ....	St. John, N.B.....	Wdgt—Bab.....	1876 Canning, N.B.....	57 6	20 6	5 7	35 J. D. Hatfield, Kars, N.B.
64,552	Lizzie B.....	" ..	" ..	1870 } Westfield, N.B..... 1886 }	76 5	27 5	7 0	81 John J. Shields, Alma, N.B.
71,012	Lizzie Burrill.....	Yarmouth.....	Ship—3 m.....	1875 Little Brook, N.S....	190 6	37 4	22 2	1185 Wm. Burrill, jr., Yarmouth, N.S.
79,979	Lizzie C.....	Charlottetown.....	Schr—Glt.....	1878 St. Martin's, N.B....	75 0	22 4	7 9	79 R. H. Cann, Louisburg, N.S.
103,466	Lizzie Catherine.....	Arichat.....	" ..	1899 Red Island, N.S.....	92 0	23 8	9 8	99 Henry G. Bauld, Halifax, N.S.
88,664	Lizzie D.....	Chatham, N.B.....	" ..	1884 Tracadie, N.B.....	40 7	14 4	5 6	17 Wm. Ferguson, Tracadie, N.B.
100,972	Lizzie D.....	" ..	" ..	1893 Caraquet, N.B.....	35 2	12 6	5 2	11 R. Young, M.O., Caraquet, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
100,525	Lizzie Dyas.....	Yarmouth.....	Schr—Glt.....	1893	Parrsboro', N.S.....	86 7	25 8	8 1	99	(Geo. E. C. Burton, Yarmouth, N. S.
103,709	Lizzie E.....	".....	".....	1897	Port Maitland, N.S.....	42 0	12 8	5 4	14	J. Ellis, Port Maitland, N. S.
111,910	Lizzie J. Greenleaf.....	Arichat.....	".....	1899	Canso, N.S.....	32 0	10 2	5 9	11	Thos. Ryan, Canso, N. S.
75,598	Lizzie Jane.....	Digby.....	".....	1877	Barton, N.S.....	39 7	14 8	6 3	18	J. W. Snow, <i>et al.</i> , Granville, N. S.
75,448	Lizzie Lindsay.....	Gaspé.....	".....	1884	Douglstown, Que.....	74 1	22 3	9 9	91	Arthur Nadeau, Cascapedia, Que.
103,467	Lizzie May.....	Arichat.....	".....	1900	River Bourgeoise, N.S.....	40 1	12 4	6 3	12	Abraham Fougere, jr., River Bourgeoise, N.S.
100,097	Lizzie R.....	St. John, N. B.....	".....	1892	Cambridge, N. B.....	74 0	25 0	4 9	80	James A. Gibbon, St. John, N. B.
100,316	Lizzie S.....	Yarmouth.....	".....	1892	Yarmouth, N.S.....	30 0	11 0	4 5	8	Wm. Surette, Yarmouth, N. S.
50,342	Lizzie S. McGee.....	St. Andrews.....	".....	1868	St. George, N. B.....	35 0	13 0	5 9	14	Joseph McGee, St. George, N. B.
92,365	Lizzie W.....	St. John, N. B.....	".....	1887	Greenwich, N. B.....	42 0	15 6	5 4	17	Mrs. Annie George, Parrsboro', N. S.
88,266	Lizzie Young.....	".....	".....	1883	Musquash, N. B.....	37 1	13 9	5 2	13	Michael Quigg, Musquash, N. B.
85,534	Lloyd.....	Yarmouth.....	".....	1883	Maitland, N.S.....	45 4	16 3	6 0	31	W. H. Anderson, Hillsburn, N. S.
75,495	Lochiel.....	Charlottetown.....	".....	1877	Murray River, P. E. I.....	56 0	19 0	7 6	41	Wm. Smith, Point du Chene, N. B.
61,523	Lochiel.....	Arichat.....	".....	1870	Shelburne, N. S.....	87 3	22 0	9 3	99	Ronald Macmillan, Charlottetown, P. E. I.

## SESSIONAL PAPER No. 216

61,833	Lockwood	St. John, N.B.	Bk—Bq	1872	Port Gilbert, N.S.	175 0	35 5	21 6	950	C. A. Palmer, St. John, N.B.
66,948	Lois	Charlottetown	Schr—Glt	1838	Marblehead, Mass., U.S.A.	73 0	20 4	7 4	67	Lucy Dunn, Summerside, P.E.I.
112,345	Lolita A.	Liverpool	"	1902	Liverpool, N.S.	100 6	29 0	10 8	176	John Millard, Liverpool, N.S.
54,114	Lone Star	Halifax	"	1866	Marie Joseph, N.S.	48 4	16 6	6 6	29	F. Ingersoll, sr., Grand Manan, N.B.
.....	Longueuil	Montreal	Barge—Chd	1868	Montreal, Que.	171 1	21 1	9 1	275	E. Hayneman, Lanoraie, Que.
83,465	Look Out.	St. Andrews	Schr—Glt	1857	Essex, Mass., U.S.A.	63 2	19 6	7 1	48	F. Wooster, Grand Manan, N.B.
85,090	Lora T.	Digby	"	1883	Beaver River, N.S.	41 0	14 0	5 7	15	Judson T. Thurber, Freeport, N.S.
103,560	Loranzo	Montreal	Sloop	1896	St. Francois du Lac, Que.	106 7	23 2	8 0	118	E. Desmarais, St. Francois du Lac, Que.
112,040	Loranzo	Quebec	"	1902	Tadoussac, Que.	60 0	18 3	5 2	33	Emile Dumont, Tadousac, Que.
74,256	Lord Dufferin	"	Barge—Chd	1873	Yanaska, Que.	103 0	22 0	7 0	110	Alfred Charland, Yanaska, Que.
100,902	Lord Stanley	Chatham, N.B.	Schr—Glt	1890	Caraquet, N.B.	35 0	12 4	4 5	10	R. Young, M. O., Caraquet, N.B.
107,310	Lord of Avon	Windsor, N.S.	"	1901	Horton, N.S.	132 0	32 5	11 9	325	D. T. Faulkner, Hantsport, N.S.
90,640	Lorena	Charlottetown	"	1886	Bay Fortune, P.E.I.	32 8	12 4	4 5	11	D. J. R. McMillan, Wood Islands, P.E.I.
92,499	Lorena Jane	Windsor, N.S.	"	1888	Cornwallis, N.S.	34 0	14 0	5 1	11	Willard Coffin, Cornwallis, N.S.
.....	Loretta Rooney	Kingston	"	1866	Storrington, Ont.	91 7	23 7	8 3	456	F. H. Barnhardt, Deseronto, Ont.
75,907	Lorne	Chatham, N.B.	"	1879	Bathurst, N.B.	43 0	14 4	5 6	19	W. S. Loggie Co., Ltd., Chatham, N.B.
80,998	Lorne	Guysboro'	"	1880	Isaac's Harbour, N.S.	63 6	20 6	7 3	51	Stephen McMillan, Isaac's Harbour, N.S.
83,290	Lorraine	Kingston	Sloop	1882	Kingston, Ont.	81 0	18 6	5 7	63	John S. Phillips, Wolfe Island, Ont.
77,783	Lost Heir	St. John, N.B.	Schr—Glt	1890	Port Medway, N.S.	40 9	13 5	6 0	15	Henry Alston, Lancaster, St. John Co., N.B.
85,676	Lottie	New Westminster	"	1884	New Westminster, B.C.	42 0	12 0	4 3	19	James Hatt, Mud Bay, B.C.
83,316	Lottie	Port Medway	"	1885	Vogler's Cove, N.S.	76 6	23 5	9 0	81	S. E. Teel, Vogler's Cove, N.S.
75,741	Lottie	Yarmouth	"	1875	Eel Brook, N.S.	38 0	12 5	4 9	12	H. McGrath, Granville, N.S.
100,855	Lottie B.	Lunenburg	"	1894	Lunenburg, N.S.	34 8	12 8	5 5	12	D. Boudrot, Dover, N.S.
80,884	Lottie M.	St. Andrews	"	1881	St. Patriuk, N.B.	37 7	14 6	5 7	16	Thomas Carter, Pennfield, N.B.
96,966	Lottie S	Shelburne	"	1890	Shelburne, N.S.	51 0	18 0	7 3	42	John E. Shatford, Hubbard's Cove, N.S.



## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths Ft. 10ths Ft. 10ths				
107,072	Lottie W. ....	St. John, N.B. ....	Wdgt—Bab. ....	1898	Westfield, N.B. ....	69 3	23 3	6 2	60	W. A. Waters, St. John, N.B.
107,819	Lotus ....	Peterborough. ....	Barge—Chd ....	1889	Cobourg, Ont. ....	45 0	20 0	3 0	56	R. B. Rogers, Peterborough, Ont.
107,805	Lotus ....	St. John, N.B. ....	Schr—Glt ....	1899	Newcastle, N.B. ....	80 0	27 2	7 5	98	James R. Granville, St. John, N.B.
94,949	Lonil ....	Yarmouth. ....	Bgtm—Bkglt. ....	1890	Shelburne, N.S. ....	109 0	26 6	11 1	187	Edgar K. Spinney, Yarmouth, N.S.
94,665	Louis Luby ....	Halifax ....	Schr—Glt ....	1889	Chezetcook, N.S. ....	59 8	19 0	7 6	41	Martin Julien, Great Desert, N.S.
50,925	Louis Lumina. ....	Quebec. ....	Barge—Chd ....	1869	Batiscan, Que. ....	98 3	23 0	5 7	82	A. A. Larocque, Sorel, Que.
83,426	Louisa. ....	St. John, N.B. ....	Schr—Glt ....	1883	Port Gilbert, N.S. ....	40 0	13 5	5 6	16	B. Hargrove, Chance Harbour, N.B.
80,777	Louisa. ....	Sarnia. ....	" ....	1866	Swan Creek, Mich, U.S.A	54 0	15 5	4 0	30	Amos Little, Wallaceburg, Ont.
88,351	Louisa J. Selig. ....	Quebec. ....	" ....	1884	Lunenburg, N.S. ....	80 0	23 6	9 3	99	Joseph Blais, Berthier, Que.
83,402	Louisa Maud. ....	Halifax ....	" ....	1882	Indian Harbour, N.S. ....	43 8	15 3	6 3	21	Wesley Crooks, Peggy's Cove, N.S.
111,550	Louise. ....	Vancouver. ....	Scow—Chd. ....	1901	Vancouver, B.C. ....	128 0	36 7	6 1	562	Annie J. O'Brien and Lily E. F. Davis, Dawson, Y. T.
96,775	Louise. ....	Port Hawkesbury. ....	Schr—Glt. ....	1894	Cheticamp, N.S. ....	38 0	11 5	5 3	11	P. Boudrot, Cheticamp, N.S.
80,614	Louise. ....	Yarmouth. ....	" ....	1881	Tusket Wedge, N.S. ....	79 0	23 0	8 8	85	A. O. Porter, Tusket Wedge, N.S.
92,388	Louise. ....	Quebec. ....	" ....	1886	St. Luc, Que. ....	40 0	13 4	4 6	14	A. Letellier, Quebec, Que.

## SESSIONAL PAPER No. 21b

43,451	Louise Anna	"	"	1862 St. Thomas, Montmagny Que.	66 6	19 8	8 2	59	Pierre Galarneau, Percé, Que.
92,349	Louisia	"	"	1888 Les Eboulements, Que.	69 2	21 7	8 0	76	Francis Gagnon, Cap Chatte, Que.
68,619	Louisiana	"	"	1874 Grondines, Que.	84 3	23 5	9 5	106	J. B. R. Thibaudan, Portneuf, Que.
112,227	Louvina	St. John, N.B.	Sloop	1902 St. John, N.B.	40 3	13 1	6 4	15	F. J. Likely, St. John, N.B.
103,721	Louvina	Parrsboro'	Bktn—Bkgt.	1896 Port Greville, N.S.	169 2	36 4	12 8	518	J. J. Warner, Bridgewater, N.S.
97,189	Lovisa	Windsor, N.S.	"	1891 Horton, N.S.	180 5	37 2	18 5	880	Chas. DeW. Smith, M.O., Windsor, N.S.
72,335	Low Wood	St. John, N.B.	Bk—Bq	1878 Portland, N.B.	186 6	37 6	22 4	1091	H. D. Troop, St. John, N.B.
96,889	Lower Traverse	Ottawa	Barge—Chd	"	92 6	21 8	11 6	142	The Minister of Marine and Fisheries, Ottawa, Ont.
111,634	Loyal	Lunenburg	Schr—Glt	1900 Mahone Bay, N.S.	94 5	25 0	9 6	99	Abraham Ernst, Mahone Bay, N.S.
100,266	Luarea	Windsor, N.S.	Bktn—Bkgt.	1891 Horton, N.S.	163 8	34 4	16 0	632	Chas. De W. Smith, Windsor, N.S.
111,735	Lucania	Lunenburg	Schr—Glt	1902 La Have, N.S.	92 0	24 5	9 4	99	Reuben Ronkey, La Have, N.S.
100,351	Lucina	Quebec	"	1888 Ste. Emelie, Que.	61 2	18 8	5 7	37	Alexander Trepanier, Chateau Richer, Que.
71,077	Lucinda Lozen	Amherstburg	"	1869 New Baltimore, U.S.A.	56 6	16 7	5 0	33	John McCormick, Pelee Island, Ont.
103,718	Lucy	Yarmouth	"	1896 Pubnico, N.S.	32 0	10 8	5 0	10	A. D'Entremont, Pubnico, N.S.
103,330	Lucy	Port Hawkesbury	"	1901 Cheticamp, N.S.	36 9	11 6	5 6	11	Theophile Millet, Cheticamp, N.S.
103,872	Lucy	Montreal	Sloop	1897 Pierreville, Que.	141 9	29 0	11 1	362	The Canadian Forwarding & Export Co., Ltd., Montreal, Que.
92,473	Lucy Louise	Charlottetown	Schr—Glt	1898 Egmout Bay, P.E.I.	37 7	14 3	6 5	19	J. Roach, Malpeque, P.E.I.
74,260	Ludmille	Quebec	"	1871 Ste. Croix, Que.	59 5	19 5	5 3	39	Frederic Caron, St. Jean Port Joli, Qu.
103,563	Lue	Montreal	Sloop	1896 St. Thomas, Que.	86 5	21 5	5 1	58	P. Gill, St. Thomas, Que.
103,420	Luetta	Lunenburg	Schr—Glt	1895 Lunenburg, N.S.	86 2	24 0	9 5	98	Isaac Mason, Lunenburg, N.S.
92,532	Lulu	Montreal	Sloop	1881 Harlen, N. Y., U.S.A.	24 5	10 4	1 8	2	J. Morris, St. Lambert, Que.
92,779	Lulu	New Westminster	Schr—Glt	1888 Seattle, Wash., U.S.A.	34 0	12 4	4 0	16	Harry Carter, Ladner, B.C.
100,140	Lulu	Winnipeg	Barge—Chd	1892 Rat Portage, Ont.	45 5	15 0	4 5	23	Jacob H. Henesy, Rat Portage, Ont.
103,435	Lumber	Ottawa	Barge—Chd	1894 Rockland, Ont.	71 1	18 1	4 4	47	Alex. McLaren, Buckingham, Que.
80,632	Lumen	Yarmouth	Schr—Glt	1882 Tusket Wedge, N.S.	50 0	17 8	6 6	30	A. O. Porter, Tusket Wedge, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
72,071	Lumen Diei.....	Arichat.....	Schr—Glt.....	1883	River Bourgeoise, N. S. . .	44 4	15 3	6 0	20	Urban Samson, River Bourgeoise, N. S.
66,041	Lumina.....	Quebec.....	".....	1872	Cap. St. Ignace, Que. . .	58 6	21 5	6 1	44	Alfred Fournier, St. Jean Port Joli, Que.
72,045	Lumina.....	".....	".....	1875	Malbaie, Que.....	51 0	18 1	7 4	37	Adelard Warren, Malbaie, Que.
85,963	Luta Price.....	St. John, N. B.....	".....	1882	Portland, N. B.....	85 0	27 2	7 9	131	Alex. Cole, Dorchester, N. B.
100,236	Latetia.....	Halifax.....	Sloop.....	1894	Dartmouth, N. S.....	29 2	7 3	5 1	1	John J. Jenney, Halifax, N. S.
96,789	Lydia A. Mason.....	".....	Schr—Glt.....	1890	Tangier, N. S.....	54 3	17 7	7 5	39	Peter Mason, Tangier, N. S.
77,965	Lydia B.....	St. Andrews.....	".....	1879	Crow Harbour, N. B.....	32 4	13 0	6 0	18	John M. Calder, Campo Bello, N. B.
100,217	Lydia E.....	Halifax.....	".....	1892	Jeddore, N. S.....	35 8	13 1	4 5	10	W. McC. Boak, Halifax, N. S.
51,972	Lydia Ryder.....	Shelburne.....	".....	1866	Argyle, N. S.....	68 7	19 9	7 4	57	A. Terrio, Arichat, N. S.
100,980	Lynx.....	Chatham, N. B.....	".....	1888	Caraquet, N. B.....	35 6	12 4	5 0	11	C. Robin, Collas & Co., Ltd., Jersey.
88,265	Lyra.....	St. John, N. B.....	".....	1883	Cambridge, N. B.....	83 1	27 3	7 0	99	George E. Evans, St. John, N. B.
85,236	Lys.....	Montreal.....	Sloop.....	1879	St. Thomas de Pierreville, Que.	82 0	20 0	3 6	36	A. Gervais, St. Louis, Que.
111,609	M. B., No. 2.....	New Westminster.....	Barge—Chd.....	1896	Vancouver, B. C.....	65 0	20 0	5 0	60	McKenzie Bros., Ltd., Vancouver, B. C.



## SESSIONAL PAPER No. 21b

107,306 M.D.S.	Windsor, N. S.	Schr—Glt	1900 Falmouth, N. S.	111 0	28 8	10 0	190 John Douglas, Windsor, N. S.
83,408 M. A. Franklyn	Halifax	"	1882 Clam Harbour, N.S.	36 7	14 3	5 8	22 D. Gerrior, Tor Bay, N. S.
38,506 M. A. Louis	Yarmouth	"	1885 Pubnico, N.S.	71 5	21 5	7 8	64 A. F. Stoneman, Yarmouth, N. S.
107,571 M. B. & Co. No. One	Lindsay	Barge—Chd	1892 Bobcaygeon, Ont.	86 6	20 0	5 0	87 Mosson M. Boyd, Bobcaygeon, Ont.
107,572 M. B. & Co. No. Two	"	"	1890 " "	88 0	22 4	5 0	99 " " "
107,573 M.B. & Co. No. Three	"	"	1892 " "	80 7	24 6	5 0	100 " " "
107,574 M. B. & Co. No. Four	"	"	1890 " "	70 0	21 7	5 0	76 " " "
55,815 M. C. McLean	Arichat	Schr—Glt	1867 Shelburne, N.S.	73 5	21 7	8 4	67 Placide Le Blanc, Cheticamp, N. S.
103,971 M. C. No. 3	Quebec	Barge—Chd	1896 Quebec, Que.	86 0	29 2	7 6	130 M Connolly, Quebec, Que.
103,972 M. C. No. 4	"	"	1896 " "	86 0	29 2	7 6	130 " " "
75,809 M. E. Dooks	Halifax	Schr—Glt	1877 Jeddore, N.S.	53 3	18 7	8 0	44 Alex. Routledge, Sheet Harbour, N.S.
111,676 M. J. Taylor	Parrsboro'	"	1901 Spencer's Island, N.S.	150 5	33 6	12 7	377 John S. Bagnall, Charlottetown, P.E.I.
97,022 M. & L. Chase	Digby	"	1866 Kennebunk, Me., U.S.A	69 9	19 7	6 6	46 Edwin Hooper, Hamilton, Bermuda, B. W. I.
61,428 Mab.	Chatham	"	1873 Shippegan, N. B.	36 0	12 2	4 1	13 H. O'Leary, Richibucto, N.B.
83,293 Mabel	Kingston	Sloop	1883 Dog Lake, Ont.	87 8	19 0	5 3	59 Wm. Jones, Belleville, Ont.
85,687 Mabel	Digby	Schr—Glt	1883 Digby, N.S.	59 4	17 7	6 7	38 Sidney Blenkhorn, Westport, N.S.
100,564 Mabel	Sydney	Barge—Chd	1892 Mahone Bay, N. S.	120 7	25 8	12 9	247 Dominion Coal Co., Ltd., Glace Bay, N. S.
103,173 Mabel	Shelburne	Schr—Glt	1894 Lockeport, N.S.	53 3	15 4	7 2	21 Geo. Savoy, Chatham, N. B.
100,487 Mabel B.	Digby	"	1892 Lunenburg, N. S.	58 3	21 0	8 6	57 Charles E. Finnegan, <i>et al.</i> , Freeport, N. S.
107,914 Mabel B.	St. Andrews	Sloop	1890 Grand Manan, N.B.	29 0	10 5	4 6	9 Webster Cosseboom, Grand Manan N.B.
103,796 Mabel Denvers	Shelburne	Schr—Glt	1890 North East Harbour, N.S	32 0	13 3	6 0	14 Alexander Smith, Cape Negro, N.S.
107,704 Mabel G	Toronto	House-boat	1899 Peneanguishene, Ont.	50 0	20 0	3 6	82 W. M. Thompson, Penetanguishene, Ont.
107,605 Mabel M.	Weymouth	Schr—Glt	1900 Mavillette, N. S.	30 0	12 8	6 0	20 Edison Ellis, M.O., Port Maitland, N.S
85,453 Mabel M.	Quebec	Barge—Chd	1883 Iberville, Que.	103 0	23 5	7 6	129 Jos. Moeon, Iberville, Que.
90,641 Mabel R. H.	Yarmouth	Schr—Glt	1885 Yarmouth, N. S.	60 5	13 5	7 0	38 John Hipson, Shelburne, N.S.

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						Dimensions.				
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
112,154	Mac.....	Chatham, N.B.	Schr—Glt	1902	Miscou, N.B.	31 0	12 0	4 8	11	John M. Ward, Miscou Centre, N.B.
107,584	McD. & C., No. One	Lindsay	Barge—Chd	1897	Lindsay, Ont.	66 5	18 3	5 0	61	John Carew, Lindsay, Ont.
107,585	McD. & C., No. Two	"	"	1897	"	62 6	18 1	4 8	54	"
107,937	McW. No. 1	New Westminster	"	1898	New Westminster, B. C.	40 0	12 0	4 0	19	Daniel McWilliams, West Ham Islands, B.C.
.....	McCarthy	Montreal	"	1971	Sorel, Que.	124 9	23 1	10 0	254	Montreal Transportation Co., Ltd., Montreal, Que.
100,704	McClure	Pictou, N. S.	Schr—Glt	1900	Tatamagouche, N.S.	104 4	27 1	10 8	191	David McClure, Montague, P.F.I.
100,991	McMahon	Chatham, N.B.	"	1888	Caraquet, N.B.	35 0	12 6	4 8	11	P. Rive, Caraquet, N.B.
72,340	Macedon	St. John, N. B.	Ship—3 m.	1878	St. John, N.B.	210 9	39 2	24 4	1453	S. C. Corey, M. O., Cardiff, Wales.
88,237	Madcap	Brockville	Sloop	1888	Rockport, Ont.	52 6	15 5	3 5	20	Jos. Dewsberry, Belleville, Ont.
107,120	Madeira	Lunenburg	Schr—Glt	1898	Lunenburg, N.S.	98 8	25 0	9 6	99	T. Creaser, La Have, N.S.
83,384	Madeline	Toronto	"	1882	Bronté, Ont.	69 0	18 5	5 1	39	George Parker, M.O., Dumbarton, Ont.
96,866	Madge	Prescott	Barge—Chd	1897	Toronto, Ont.	130 0	27 0	11 0	335	The St. Lawrence Terminal Co., Ltd. Quebec, Que.
107,410	Madona	Montreal	Sloop	1899	Sorel, Que.	120 2	25 4	10 7	258	Charles Mongeau, St. Anne de Sorel, Que.
107,431	Magdaline	St. Andrews	"	1898	St. Bernard, N.S.	40 0	15 0	5 6	19	John A. Dixon, Grand Manan, N.B.

SESSIONAL PAPER No. 21b

64,917	Magenta.....	Liverpool.....	Schr—(Glt .....	1873 Pomquet, N.S.....	41 5	14 9	6 4	20 Samuel Dexter, <i>et al.</i> , Brooklyn, N.S.
88,570	Maggie.....	Kingston.....	Barge—Chd.....	1849 Garden Island, Ont.....	166 4	26 4	11 8	415 Montreal Transportation Co., Montreal, Que.
107,379	Maggie.....	Sydney.....	Schr—(Glt .....	1902 Ingonish, N.S.....	37 5	11 5	5 5	11 John C. Williams, Ingonish, N.S.
90,475	Maggie.....	Maitland.....	" .....	1888 Noel, N.S.....	51 9	17 0	6 2	34 Charles N. Hines, Noel, N.S.
90,621	Maggie Alice.....	Charlottetown.....	" .....	1885 Souris, P.E.I.....	74 5	23 0	8 4	79 John J. Songster, Guysboro', N.S.
107,064	Maggie Alice.....	St. John, N.B.....	Wdbr—Bab .....	1897 Range, N.B.....	65 0	23 2	5 7	51 M. McKill, Greenwich, N.B.
107,316	Maggie B.....	Halifax.....	Schr—(Glt .....	1899 WestChezzetcook, N.S.....	46 5	16 2	5 9	25 John Bellfountain, WestChezzetcook, N.S.
112,018	Maggie Bell.....	Canso.....	" .....	1902 Half Isld. Cove, N.S.....	45 5	14 5	8 0	26 Chas. S. Horton, Half Isld. Cove, N.S.
90,874	Maggie Bell.....	Yarmouth.....	" .....	1886 Melbourne, N.S.....	41 0	14 0	4 8	10 D. Surette, Melbourne, N.S.
80,968	Maggie Bell.....	Halifax.....	" .....	1881 Georges River, N.S.....	59 3	20 5	8 0	46 P. Dauphine, French Village, N.S.
100,580	Maggie E. C.....	Lunenburg.....	" .....	1893 Mahone Bay, N.S.....	41 8	15 5	6 1	20 H. Richardson, Indian Harbour, N.S.
103,509	Maggie E. Z.....	" .....	" .....	1896 Lunenburg, N.S.....	70 9	22 3	9 0	70 H. Mosher, jr., Lunenburg, N.S.
107,377	Maggie Ella.....	Sydney.....	" .....	1901 Cape North, N.S.....	36 3	11 9	4 9	9 Thomas Ramsay, Cape North, N.S.
103,620	Maggie H.....	Quebec.....	" .....	" .....	70 4	18 6	6 2	48 A. Gagnon, Quebec, Que.
80,921	Maggie Jane.....	Charlottetown.....	" .....	1880 West Cape, P.E.I.....	55 8	17 2	6 2	36 John D. Lavie, Souris, P.E.I.
85,639	Maggie Jane.....	Yarmouth.....	" .....	1883 Mavilette, N.S.....	40 2	12 3	5 1	12 Wm. Robbins, Port Maitland, N.S.
88,277	Maggie Jane.....	St. John, N.B.....	" .....	1883 Beaver Harbour, N.B.....	37 4	13 2	5 2	18 Thomas Bright, Pennfield, N.B.
92,514	Maggie Jane.....	St. Andrews.....	" .....	1879 Back Bay, N.B.....	29 4	10 5	5 0	10 Alex. McNichol, St. George, N.B.
96,902	Maggie L.....	Kingston.....	" .....	1889 Picton, Ont.....	67 0	17 4	5 2	42 Richard La Rush, Kingston, Ont.
77,958	Maggie M.....	Annapolis.....	" .....	1880 Granville, N.S.....	44 2	15 2	5 6	16 P. Zwicker, Clements, N.S.
111,424	Maggie M.....	Halifax.....	" .....	1902 Mahone Bay, N.S.....	40 8	10 7	5 6	13 Jas. Marryatt, Pennant, N.S.
107,995	Maggie M. F.....	Canso.....	" .....	1900 Queensport, N.S.....	41 0	12 4	6 9	15 James Fitzgerald, Queensport, N.S.
97,100	Maggie M. W.....	Lunenburg.....	" .....	1891 Lunenburg, N.S.....	77 5	23 5	8 8	89 J. A. Hirtle, Lunenburg, N.S.
74,155	Maggie McBeath.....	Charlottetown.....	" .....	1876 Buctouche, N.B.....	48 6	15 6	6 2	26 James P. Thompson, Campbellton, P.E.I.
96,805	Maggie May.....	Halifax.....	" .....	1891 Chezzetcook, N.S.....	62 6	21 0	9 0	62 Jeremiah Fillis, Chezzetcook, N.S.



## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
61,400	Maggie May	Chatham, N.B.	Schr—Glt	1872	Tracadie, N.B.	38 5	13 5	4 9	13	Frank J. Gatain, Bathurst, N.B.
83,488	Maggie Millard	Sydney	"	1883	Liverpool, N.S.	86 6	23 8	10 0	112	Robt. J. Ormiston, M.O., Gabarouse, N.S.
92,364	Maggie Miller	St. John, N.B.	"	1887	Waterborough, N.B.	77 5	26 8	7 0	93	Joseph W. McAlary, St. John, N.B.
77,754	Maggie Page	Shelburne	Pgtn—Bkglt	1879	Port Le Bert, N.S.	86 0	24 0	9 4	110	John Peters, Halifax, N.S.
74,368	Maggie Roach	Richibucto	Schr—Glt	1877	Sable River, N.S.	58 4	20 1	7 0	44	Francis Weston, et al., Richibucto, N.B.
72,253	Maggie S.	St. John, N.B.	"	1876	St. Martin's, N.B.	79 0	26 0	7 5	83	Caleb Reed, Rockport, N.B.
88,216	Maggie Smith	Halifax	"	1882	Chezetcook, N.S.	40 2	14 6	5 7	15	J. N. Petipas, Bay of Islands, Nfld.
83,173	Maggie Smith	Port Hawkesbury	"	1881	Summerside, N.S.	76 8	22 7	8 8	83	John W. Suttis, Sherbrooke, N.S.
111,435	Maggie Wilson	Halifax	"	1902	Shelburne, N.S.	58 0	17 5	7 8	36	Edward V. Dempsey, Halifax, N.S.
77,789	Magic	Digby	"	1879	Westport, N.S.	49 3	16 3	6 1	27	B. Hovy, et al., Westport, N.S.
103,552	Magnus	Montreal	Sloop	1895	Pierreville, Que.	86 8	21 7	5 4	76	Edmond Lizotte, St. Thomas, Que.
88,616	Mahone Bay Packet	Lunenburg	Schr—Glt	1884	Mahone Bay, N.S.	66 4	21 2	8 0	60	Geo. C. Cook, Halifax, N.S.
97,055	Maid of the Mist	Liverpool	"	1893	Liverpool, N.S.	69 0	19 6	7 7	58	John Millard, Liverpool, N.S.
74,339	Maitland	Parrsboro'	"	1877	Green Cove, N.S.	62 0	19 0	7 2	45	R. A. Hatfield, Port Greville, N.S.

## SESSIONAL PAPER No. 21b

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## LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Constructé.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.				Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
69,109	Marcella Butler	Halifax	Schr—Glt	1874	River Bourgeoise, N.S.	56 4	18 2	7 6		38	Christopher McDonald, jun., Boylston, N.S.
100,718	Marchioness	Montreal	Sloop	1891	Fairhaven, U.S.A.	16 3	8 0	2 9		2	R. Campbell Nelles, Montreal, Que.
112,017	Marconi	Canso	Schr—Glt	1902	Port Clyde, N.S.	70 0	20 2	8 2		55	Charles Lolmas, Canso, N.S.
112,344	Marconi	Liverpool	Bgtu—Bkgt	1902	Liverpool, N.S.	115 6	29 8	11 1		199	J. C. L. Quesne, et al., Paspébiac, Que.
103,117	Margaret	St. Andrews	Schr—Glt	1866	Gloucester, Mass., U.S.A.	59 0	18 2	7 0		49	J. S. Clerk, St. George, N.B.
111,811	Margaret	Vancouver	Scow—Chd	1901	Vancouver, B.C.	129 6	36 7	6 1		556	Annie J. O'Brien and Lily E. F. Davis, Dawson City Yukon Territory.
75,883	Margaret Anne	Pictou, N.S.	Schr—Glt	1880	Tatamagouche, N.S.	62 8	19 6	7 8		53	Wm. Buckler, jun., Tatamagouche, N.S.
112,322	Margaret G	Parrsboro'	"	1902	Port Greville, N.S.	138 9	32 2	11 1		299	Hugh Gillespie, Parrsboro', N.S.
38,506	Margaret Jane	Aricat	"	1899	Port Richmond, N.S.	53 4	18 2	6 7		42	R. B. Noble, Richibucto, N.B.
75,640	Margaret Jane Lee	St. Catharines	Scow—Chd	1879	Merriton, Ont.	113 8	24 9	7 1		148	Robt. F. Lattimore, Dunnville, Ont.
88,514	Margaret L	Sydney	Schr—Glt	1885	Big Harbour, N.S.	93 0	25 0	11 8		169	Murdock McLeod, Baddeck, N.S.
111,909	Margaret May	Aricat	"	1899	Canso, N.S.	36 4	10 1	5 1		12	J. J. McDonald, Canso, N.S.
107,206	Margaret May Riley	Annapolis	"	1900	Granville, N.S.	123 5	30 5	11 2		241	F. W. Pickels and A. D. Mills, Annapolis, N.S.
107,479	Marguerite	Digby	"	1900	Digby, N.S.	40 0	15 3	6 5		24	D. Sprout, et al., Digby, N.S.



## SESSIONAL PAPER No. 21b

107,337	Marguerite.....	Yarmouth.....	"	1900	Meteghan River, N.S.....	70 2	20 1	8 1	57	H. T. D'Entremont, Pubnico, N.S.
103,712	Marguerite.....	"	Sloop	1897	Pubnico, N.S.....	35 0	11 9	5 4	10	F. Brannen, Woods Harbour, N.S.
100,728	Marguerite.....	Montreal.....	"	1888	Booth Bay, Me., U.S.A.	21 8	8 0	3 0	3	Fred. L. Barlow, Montreal, Que.
61,373	Maria.....	Chatham, N.B.	Schr—Glt	1870	Escuminac, N.B.....	50 0	17 0	7 2	28	W. S. Loggie Co., Ltd., Chatham, N.B.
75,899	Maria.....	"	"	1878	Richibucto, N.B.....	36 0	13 8	5 2	16	H. O'Leary, Richibucto, N.B.
88,463	Maria.....	Arichat.....	"	1892	Petite de Grat, N.S.....	37 9	14 0	5 7	14	H. McDonald, Glace Bay, N.S.
66,099	Maria.....	Quebec.....	Barge—Chd	1873	Portneuf, Que.....	84 4	25 0	7 3	99	Hypolite Paquin, Portneuf, Que.
103,622	Maria.....	"	Sloop	1896	Isle aux Grues, Que.....	33 4	13 0	4 2	11	G. Normand, Isle aux Grues, Que.
103,990	Maria.....	"	Schr—Glt	1897	Isle aux Coudres, Que.....	56 0	17 6	6 5	40	J. Boudreault, Moïse River, Que.
112,033	Maria.....	"	"	1902	Manicouagan, Que.....	44 4	16 4	5 4	23	Louis Pagé, Manicouagan, Que.
103,532	Maria A.....	Halifax.....	"	1895	Smith's Cove, N.S.....	42 2	13 3	5 9	22	W. H. Paint, Port Hawkesbury, N.S.
55,863	Maria Adelmina.....	Quebec.....	"	1886	Bic, Que.....	37 6	14 0	5 0	13	Cyrille Levesque, Isle Verte, Que.
55,893	Maria Annette.....	Port Hope.....	"	1897	Quebec, Que.....	125 0	25 3	9 5	196	R. Henning, Port Hope, Ont.
61,392	Maria Catharina.....	Chatham, N.B.	"	1872	Tracadie, N.B.....	77 5	23 3	8 9	83	A. B. Crosby, Halifax, N.S.
92,339	Maria Decora.....	Quebec.....	"	1887	St. Jean de Chicoutimi, Que.	54 8	17 2	7 0	37	C. Savard, St. Fulgence, Que.
83,349	Maria Elizabeth.....	"	"	1881	Kegaska, Que.....	43 0	15 6	5 9	18	Thos. Denniss, Kegaska, Que.
111,615	Maria Stella.....	"	"	1901	St. Fulgence, Que.....	68 8	21 5	7 0	61	Gédéon Lajoie, St. Fulgence, Que.
85,742	Maria Stella.....	"	Sloop	1883	St. Jean, Isle d'Orleans, Que.	40 2	15 2	5 4	19	J. Tremblay, Tadoussac, Que.
107,779	Marie.....	Chatham, N.B.	Schr—Glt	1900	Shippegan, N.B.....	40 4	13 2	5 6	15	Gaspard Savoy, Shippegan, N.B.
72,100	Marie.....	"	"	1876	"	33 0	11 2	4 6	11	O. Chiasson, Shippegan, N.B.
92,403	Marie.....	"	"	1885	Grand Anse, N.B.....	50 1	16 2	5 4	25	Joseph U. Landry, Grande Anse, N.B.
96,771	Marie.....	Port Hawkesbury.....	"	1892	Cheticamp, N.S.....	33 3	10 6	5 0	10	X. Roach, Cheticamp, N.S.
100,853	Marie.....	Quebec.....	Sloop	1892	Tadoussac, Que.....	62 0	19 9	5 6	42	P. Guérin, Mille Vaches, Que.
111,630	Marie.....	"	"	1901	Bay St. Paul, Que.....	51 6	19 8	4 8	25	Edward Lavoie, Bay St. Paul, Que.
69,581	Marie.....	"	"	1871	St. Antoine, Que.....	53 6	12 9	4 3	16	Isaie Côté, St. Antoine de Tilly, Que.

## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
92,752	Marie Adela.....	Quebec.....	Schr—Glt.....	1888	Les Escoumains, Que....	58 6	22 0	6 9	55	Lazare Michaud, Trois Pistoles, Que.
100,859	Marie Adela.....	".....	".....	1892	St. Alexis, Que.....	60 0	18 9	8 6	60	A. Côté, St. Alexis, Que.
66,024	Marie Adélaid.....	".....	".....	1872	Pointe aux Trembles, Que	51 2	14 9	5 5	29	F. C. Boulianne, Bon Désir, Que.
69,630	Marie Adèle.....	".....	".....	1874	Groindines, Que.....	108 0	23 0	9 9	149	Olivier Rivard, Groindines, Que.
75,877	Marie Alice.....	Pictou, N.S.....	".....	1879	Shediac, N.B. ....	36 7	13 5	4 6	13	P. Porrier, Shediac, N.B.
103,983	Marie Alice.....	Quebec.....	".....	1897	Ste. Croix, Que.....	70 0	21 4	5 9	53	Louis Delisle, Ste. Croix, Que.
107,236	Marie Alphonsine...	".....	".....	1897	St. Michel, Que.....	32 8	10 5	4 4	10	P. Vézina, St. Michel de Bellechasse, Que.
66,061	Marie Alvin.....	".....	".....	1872	Mille Vaches, Que.....	57 0	18 0	8 0	49	Honoré Tremblay, Malbaie, Que.
107,671	Marie Ange.....	".....	".....	1899	St. Fulgence, Que.....	73 6	22 2	8 2	87	Charles Lajoie, St. Fulgence, Que.
112,034	Marie Ange.....	".....	".....	1902	Ste. Croix, Que.....	76 2	23 0	7 2	75	F. X. Martel, Ste. Croix, Que.
112,035	Marie Anna.....	".....	Barge—Chd.....	1901	Ste. Emelie, Que.....	83 4	22 8	7 4	106	Alfred Patry, Ste. Emelie, Que.
111,621	Marie Anna.....	".....	Schr—Glt.....	1901	Isle aux Coudres, Que....	49 6	16 7	5 8	27	Joseph Tremblay, Isle aux Coudres, Que.
111,624	Marie Anna.....	".....	".....	1901	Natashquan, Que.....	51 0	16 4	6 4	31	Paul Landry, Natashquan, Que.
66,034	Marie Anna.....	".....	".....	1872	St. Irénée, Que.....	82 4	22 0	10 0	116	Joseph Bergeron, Les Eboulements, Que.

## SESSIONAL PAPER No. 21b

103,135	Marie Anna.....	"	1886	La Romaine, Que....	33	6	11	6	4	8	11	H. Pilodeau, St. Thomas de Montmagny, Que.
69,380	Marie Anne.....	"	1875	Esquimaux Point, Que....	54	2	17	0	6	8	36	A. Lestellier, Quebec, Que.
69,622	Marie Anne.....	"	1874	Malbaie, Que.....	48	8	17	2	6	8	31	Horace Duchaine, St. Irénée, Que.
69,653	Marie Anne.....	"	1874	Cap Chatte, Que.....	49	8	17	0	6	5	26	Henry Belley, St. Siméon, Que.
77,871	Marie Anne.....	"	1878	Baie St. Paul, Que....	65	7	21	0	8	9	77	J. T. Holiday, Quebec, Que.
107,227	Marie Anne.....	"	1897	Château Richer, Que....	80	0	21	0	7	0	75	W. Patry, Château Richer, Que.
107,239	Marie Anne.....	"	1894	Caribou Islands, Que....	32	4	11	7	4	8	12	I. T. Comeau, Caribou Islands, Que.
103,627	Marie Anne.....	"	1895	Les Ecureuils, Que.....	43	6	13	2	3	8	14	Isidore Godin, Les Ecureuils, Que.
80,706	Marie Anne.....	"	1881	St. Irénée, Que.....	38	5	14	0	5	1	17	Thos. Minville, St. Thomas de Montmagny, Que.
83,350	Marie Anne.....	"	1881	Mille Vaches, Que.....	60	9	18	9	7	3	54	Souverain Talon, St. Siméon, Que.
92,340	Marie Anne.....	"	1887	Cap Chatte, Que.....	58	8	19	8	8	6	61	L. A. Boivin, Cap Chatte, Que.
97,130	Marie Anne.....	"	1891	Ste. Croix, Que.....	90	0	22	1	7	9	108	X. Boisvert, Ste. Croix, Que.
97,125	Marie Anne.....	"	1890	Notre-Dame de l'Assomption de Macnider, Que.	48	8	16	2	6	4	30	W. H. Whitley, Bon Esperance, Que.
103,365	Marie Anne.....	"	1894	Murray Bay, Que.....	64	4	19	0	7	1	59	F. Tremblay, St. Siméon, Que.
111,616	Marie Antoinette....	"	1901	St. Fulgence, Que.....	61	2	20	8	6	4	46	Charles Savard, St. Fulgence, Que.
80,760	Marie Apoline.....	"	1881	Baie St. Paul, Que....	54	2	18	4	7	0	43	Mrs. Sophronie Pouliot, Fraserville, Que.
66,053	Marie Arthémise....	"	1870	Rivière du Loup, Que....	46	6	12	8	5	6	22	Onésime Bélanger, Kamouraska, Que.
83,342	Marie Arthémise....	"	1881	Baie St. Paul, Que....	39	5	13	5	5	2	18	Jude Harvey, Isle aux Coudres, Que.
92,764	Marie Bertha.....	"	1887	Cacouna, Que.....	44	0	14	8	6	0	22	Firmin Paradis, Cacouna, Que.
88,390	Marie Blanche.....	"	1885	St. Siméon, Que.....	54	0	17	2	6	8	49	A. Roy dit Desjardins, St. Germain, Que.
72,082	Marie C. Josephine. Chatham, N.B.....	"	1875	Madisco, N.B.....	34	0	12	3	4	3	13	E. Goodin, Madisco, N.B.
80,724	Marie Caroline, Quebec.....	"	1879	Ste. Anne de la Pocatière, Que.	46	7	15	1	6	6	26	Auguste Lafrance, Ste. Anne de la Pocatière, Que.
103,278	Marie Célia..... Chatham, N.B.....	"	1891	Bathurst, N.B.....	37	0	12	5	5	2	13	Pat. D. Blanchard, Caracquet, N.B.
100,861	Marie Celina..... Quebec.....	"	1893	Black River, Que.....	50	4	17	6	6	8	34	J. M. Mather, Tadoussac, Que.
53,850	Marie Celina.....	"	1866	St. Jean Port Joli, Que.	55	0	16	9	7	4	38	Louis Bois, St. Siméon, Que.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
111,500	Marie Clarisse . . . . .	Quebec . . . . .	Schr—Glt . . . . .	1901	Isle aux Coudres, Que. . .	46 0	14 6	5 4	21	Cyril Levesque, Isle Verte, Que.
103,136	Marie Claude . . . . .	" . . . . .	" . . . . .	1894	Sandy Bay, Que . . . . .	43 4	14 7	5 4	21	Alphonse Dagenais, Isle aux Coudres, Que.
103,369	Marie Clodia . . . . .	" . . . . .	" . . . . .	1894	Les Escoumains, Que. . . .	64 2	20 2	6 5	52	C. Bélanger, Les Escoumains, Que.
71,635	Marie D'Alvina . . . . .	Montreal . . . . .	Sloop . . . . .	1873	Lanoraie, Que . . . . .	101 0	22 8	7 0	109	B. Desrosiers, Lanoraie, Que.
69,382	Marie du Sacré Cœur . . . . .	Gaspé . . . . .	Schr—Glt . . . . .	1876	Esquimaux Point, Que. . . .	57 6	18 0	8 0	46	Onésime Turbis, Esquimaux Point, Que.
103,835	Marie Elise . . . . .	Quebec . . . . .	" . . . . .	1896	Isle aux Coudres, Que. . . .	46 2	15 0	5 6	19	N. Harvey, Isle aux Coudres, Que.
72,932	Marie Eliza . . . . .	" . . . . .	" . . . . .	1874	Malbaie, Que. . . . .	47 0	14 8	6 6	27	Jos. Simard, St. Siméon, Que.
100,366	Marie Elizabeth . . . . .	" . . . . .	" . . . . .	1891	St. Fidèle, Que. . . . .	46 8	16 2	5 6	23	Joseph Boily, Baie St. Paul, Que.
64,974	Marie Emélia . . . . .	" . . . . .	" . . . . .	1871	Baie St. Paul, Que. . . . .	56 0	17 0	6 9	36	Benjamin Lapointe, St. Siméon, Que.
88,315	Marie Emelie . . . . .	" . . . . .	" . . . . .	1884	" . . . . .	60 0	21 7	8 0	56	B. Bondreault, Anse St. Jean, Que.
69,654	Marie Emma . . . . .	" . . . . .	" . . . . .	1874	Les Eboulements, Que. . . .	38 5	12 9	5 8	16	Joseph Bouchard, Baie St. Paul, Que.
73,011	Marie Emma . . . . .	" . . . . .	" . . . . .	1875	Baie St. Paul, Que. . . . .	50 4	17 5	6 2	31	F. T. Stockwell, Quebec, Que.
107,223	Marie Emma . . . . .	" . . . . .	" . . . . .	1897	Bic, Que. . . . .	64 0	20 2	7 0	56	P. Pineault, Rimouski, Que.
73,021	Marie Enesie . . . . .	Chatham, N.B. . . . .	" . . . . .	1877	Pointe Basse, M.I., Que. . .	61 7	20 2	7 4	47	Robert R. McLean, Hardwicke, N.B.

## SESSIONAL PAPER No. 21b

83,369	Marie Flora	Quebec	"	1882	Baie St. Paul, Que.	61 5	22 5	9 1	83	Felix Gagné, St. Etienne de la Malbaie, Que.
69,585	Marie Georgiana	"	"	1873	Champlain, Que.	106 0	24 5	9 2	158	Ludger Sauvageau, Champlain, Que.
80,761	Marie Isabelle	"	"	1881	Les Eboulements, Que.	48 5	18 2	7 8	38	Henry Dinning, Quebec, Que.
66,079	Marie Jeanne	"	"	{ 1873	Gronlines, Que.	92 0	23 5	8 4	128	J. Tremblay, Murray Bay, Que.
103,985	Marie Jeanne	"	"	{ 1895	Quebec, " }	49 4	15 7	6 0	23	B. Bergeron, Les Eboulements, Que.
73,493	Marie Joseph	Amherst, M.I.	"	1892	Amherst, M.I., Que.	68 0	19 6	8 1	56	Cleophas Arseneau, House Harbour, Magdalen Islands, Que.
100,292	Marie Joseph	Chatham, N.B.	"	1891	Shippegan, N.B.	36 4	12 3	4 6	12	Lazare Gauvin, Shippegan, N.B.
96,777	Marie Joseph	Port Hawkesbury	"	1894	Cheticamp, N.S.	33 2	11 1	5 4	11	V. Roach, Cheticamp, N.S.
100,452	Marie Joseph	Quebec	"	1892	St. Fulgence, Que.	60 6	20 6	6 0	47	Charles Lajoie, St. Fulgence, Que.
74,282	Marie Joseph	"	"	1876	St. Roch des Aulnaies, Que.	58 3	19 5	6 2	43	Elzéar Tremblay, Malbaie, Que.
107,495	Marie Joseph	"	"	1898	Natashquan, Que.	45 0	13 8	6 0	22	E. Carboneau, Natashquan, Que.
85,757	Marie Josephine	"	"	1876	St. Michel, Que.	31 0	13 5	4 6	11	Narcisse Lévesque, Isle Verte, Que.
107,505	Marie L'Espérance	"	"	1898	Isle aux Coudres, Que.	38 4	12 9	4 8	15	Louis Harvey, Isle aux Coudres, Que.
53,868	Marie Laure	"	"	1866	St. Irénée, Que.	40 2	14 0	5 9	19	Mrs. A. A. Lynch, Cacouna, Que.
83,346	Marie Laure	"	"	1881	Les Eboulements, Que.	49 7	16 8	6 8	33	Amable Létourneau, St. Thomas, Que.
80,741	Marie Léda	"	"	1880	Baie des Mille Vaches, Que.	50 2	16 8	6 4	34	Luc Tremblay, Portneuf, Que.
59,921	Marie Léda	"	"	1869	L'Islet, Que.	63 0	22 0	6 1	53	Wm. Tremblay, St. Jérôme de Matane, Que.
100,295	Marie Louisa	Chatham, N.B.	"	1892	Caracquet, N.B.	38 0	13 3	6 4	18	Joseph A. Paulin, Caracquet, N.B.
75,449	Marie Louise	Gaspé	"	1886	Anticosti, Que.	40 0	11 1	4 3	11	Chas. G. Le Bas, Percé, Que.
59,985	Marie Louise	Quebec	Barge—Chd	1870	Ste. Anne de Champlain, Que.	92 5	22 5	6 6	93	S. Baudet, Gentilly, Que.
64,975	Marie Louise	"	Schr—Glt.	1870	Champlain, Que.	84 6	22 3	7 7	91	Evan John Price, Quebec, Que.
69,584	Marie Louise	"	"	1873	Natashquan, Que.	45 6	15 5	6 3	23	Mrs. Z. Castonguay, Macnider, Que.
69,586	Marie Louise	"	"	1872	Baie St. Paul, Que.	48 0	15 5	7 6	31	Alfred Tremblay, La Petite Rivière St. François-Xavier, Que.
72,940	Marie Louise	"	"	1875	St. Fidèle, Que.	42 5	14 0	5 7	22	Dennis Gauthier, St. Fidèle, Que.
73,020	Marie Louise	"	"	1874	Isle aux Coudres, Que.	34 1	14 0	5 6	13	Bernard Tremblay, St. Louis, Isle aux Coudres, Que.

## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						FEET.	INCHES.	FEET.		
73,983	Marie Louise.....	Quebec.....	Schr—Glt.....	1875	Champlain, Que.....	77 1	21 4	7 7	90	F. Thibaudau, Portneuf, Que.
100,365	Marie Louise.....	".....	".....	1889	Isle aux Grues, Que.....	35 0	12 8	4 8	13	F. Germain, sr., Quebec, Que.
100,457	Marie Louise.....	".....	".....	1892	Grandes Bergeronnes, Que.	52 4	18 6	6 4	38	Alfred Tremblay Grandes Bergeronnes, Que.
103,611	Marie Louise.....	".....	".....	1895	Isle aux Coudres, Que.....	44 0	14 8	5 7	21	T. Tremblay, Isle aux Coudres, Que.
107,222	Marie Louise.....	".....	".....	1897	Bic, Que.....	50 6	18 6	6 4	39	J. E. Heppell, Bic, Que.
107,224	Marie Louise Elida.....	".....	".....	1897	Isle aux Coudres, Que.....	53 2	17 0	6 1	31	C. Rioux, Isle Verte, Que.
103,139	Marie Louisiana.....	".....	".....	1894	Murray Bay, Que.....	64 4	19 2	8 1	61	Joseph Simard, Ste. Luce, Que.
80,734	Marie Louisiana.....	".....	".....	1890	Isle aux Coudres, Que.....	49 9	15 5	6 2	29	Désiré Morin, L'Islet, Que.
103,628	Marie Nelida.....	".....	".....	1896	Tadoussac, Que.....	39 0	12 6	5 6	19	L. Bouliane, Petites Bergeronnes, Que.
88,328	Marie Oliva.....	".....	".....	1886	Les Eboulements, Que.....	48 0	17 0	6 7	33	L. A. Vaillancourt, Tadoussac, Que.
100,404	Marie Oliva.....	".....	".....	1893	Isle aux Coudres, Que.....	32 4	12 4	4 8	12	Alex. Blais, Berthier, Que.
74,289	Marie Philomène.....	".....	".....	1877	Les Eboulements, Que.....	60 5	19 0	8 1	63	Mrs. Elizabeth Roy, Baie St. Paul, Que.
111,497	Marie Posa.....	".....	Sloop.....	1900	La Petite Rivière, St. François Xavier, Que.	58 6	18 2	5 4	35	Milasse Simard, La Petite Rivière, St. François Xavier, Que.
111,626	Marie Roseanna.....	".....	Schr—Glt.....	1901	Baie St. Paul, Que.....	48 0	15 1	6 0	26	Léon Elie, Baie St. Paul, Que.



## SESSIONAL PAPER No. 21b

51,549	Marie Ste. Geneviève	"	"	Barge—Chd	1894 Batiscan, Que.	79 5	22 5	7 3	81 Pierre Chevalier, Notre-Dame de Port-neuf, Que.
103,092	Marie Stella	Montreal	"	Sloop	1893 Pierreville, Que.	107 7	23 0	8 2	143 J. Donnelly, jr., Kingston, Ont.
100,463	Marie Victoire	Quebec	"	Schr—Glt	1892 Isle aux Coudes, Que.	40 2	13 9	5 7	20 Ernest Lavoie, Chicoutimi, Que.
72,931	Marie Victoria	"	"	"	1874 " "	41 4	13 5	6 2	18 Joseph Boily, Baie St. Paul, Que.
77,877	Marie Vigilante	"	"	"	1879 Baie St. Paul, Que.	76 2	23 0	9 9	114 Hon. Sir C. A. P. Pelletier, K.C.M.G., Quebec, Que.
74,281	Marie Vigilante	"	"	"	1893 Isle aux Coudes, Que.	41 2	14 0	5 6	19 Joseph Harvey, Isle aux Coudes, Que.
97,139	Marie Vigilante	"	"	"	1898 Goose Island, Que.	71 2	19 2	5 0	39 Eucher Lachance, Goose Island, Que.
103,986	Marie Vigilante	"	"	"	1897 Baie St. Paul, Que.	56 0	18 5	7 0	41 Nap. Arthur, St. Pierre le Bequette, Que.
100,354	Marie Zoé	"	"	"	1896 Isle aux Coudes, Que.	32 0	11 8	4 4	10 P. Perron, St. Thomas, Montmagny, Que.
111,709	Mariner	Lunenburg	"	"	1901 Mahone Bay, N.S.	95 7	24 8	9 8	100 Cyrus W. Parks, La Havre, N.S.
46,498	Mariner	Halifax	"	"	1895 East Port Mcdway, N.S.	66 0	20 8	8 2	56 W. C. Henley, Spry Bay, N.S.
53,879	Marinière	Quebec	"	"	1896 Grondines, Que.	76 8	22 0	8 0	80 Chas. Arcand, Grondines, Que.
72,157	Marion	Windsor, N.S.	"	"	1875 Walton, N.S.	48 2	15 8	6 1	26 Sam. Best, Parrsboro', N.S.
100,696	Marion Emerson	Pictou, N.S.	"	"	1895 Murray Harbour, P.E.I.	51 5	16 0	6 5	30 Reuben Cahoon, Murray Harbour, P.E.I.
88,602	Marion F.	Chatham, N.B.	"	"	1895 Tracadie, N.B.	48 4	15 3	6 3	24 Edward Gillis, Tignish, P.E.I.
.....	Marion L. Breck	Kingston	"	"	1893 Garden Island, Ont.	127 1	23 5	11 9	298 John McGibbon, Sarnia, Ont.
111,672	Marion Louise	Charlottetown	"	"	1901 Pugwash, N.S.	104 9	28 2	10 7	196 Wm. H. Barnard, Summerside, P.E.I., Que.
103,831	Mariposa	Quebec	"	"	1896 St. Antoine, Que.	98 6	23 4	7 0	115 Z. Gosselin, St. Antoine de Lotbinière, Que.
103,346	Marjorie	Montreal	"	Sloop	1895 Dorval, Que.	27 2	9 3	2 6	3 W. G. Ross, Montreal, Que.
100,348	Marjorie J. Sumner	Maitland	"	Schr—Glt	1902 Maitland, N.S.	136 3	31 0	13 0	355 F. W. Sumner, Moncton, N.B.
94,875	Marquis of Lorne	"	"	Barge—Chd	1879 Whitehall, N.Y., U.S.A.	104 4	21 8	8 4	163 Norbert Leclaire, Contrecoeur, Que.
100,455	Martean	Quebec	"	Schr—Glt	1888 Les Escoumains, Que.	71 2	22 4	6 4	54 Joseph Dufour, St. Fiddle, Que.
103,413	Martello	Lunenburg	"	"	1894 Mahone Bay, N.S.	66 0	21 7	8 4	65 G. Borgae, Pleasant Harbour, N.S.
92,313	Martha	Liverpool	"	"	1896 Brooklyn, N.Y., U.S.A.	33 2	12 7	5 0	11 John Arseneau, Margaree, N.S.
83,284	Martha Ann	Kingston	"	Sloop	1876 Dog Lake, Ont.	83 0	17 3	4 1	38 P. M. Frederick, Belleville, Ont.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. inches. Pieds. Pouces.	Ft. inches. Pieds. Pouces.	Ft. inches. Pieds. Pouces.			
107,769	Martha B.	Charlottetown	Schr—Glt.	1902	Montague, P.E.I.	37 3	14 6	6 6	19	Felix Peters, Montague Bridge, P.E.I.	
97,035	Martha Ella.	Yarmouth	"	1891	Yarmouth, N.S.	36 4	12 7	5 0	13	George Hamilton, Argyle, N.S.	
75,530	Martino.	Barrington.	"	1878	Eel Brook, N.S.	39 0	13 0	4 5	12	Hiram Nickerson, Barrington, N.S.	
38,522	Mary.	Arichat.	"	1874	French Village, N.S.	49 5	16 3	6 4	23	Isaac Boudrot, River Bourgeois, N.S.	
38,400	Mary.	"	"	1860	Poulamond, N.S.	59 2	18 0	7 7	24	John McKay, Marble Mountain, N.S.	
46,082	Mary.	"	"	1862	Shelburne, N.S.	59 5	18 2	7 2	43	Edward Doyle, Poulamond, N.S.	
72,077	Mary.	Chatham, N.B.	"	1870	Shippegan, N.B.	35 3	11 7	4 3	12	P. Robichaud, Shippegan, N.B.	
75,896	Mary.	"	"	1878	Richibucto, N.B.	34 7	12 3	4 3	9	Anthony Gallant, Lot 15, P.E.I.	
85,692	Mary.	"	"	1880	Caraquet, N.B.	34 0	12 8	4 7	11	J. Gionet, Caraquet, N.B.	
111,847	Mary.	"	"	1902	" "	38 7	13 2	5 4	14	D. Albert, Caraquet, N.B.	
66,066	Mary.	Quebec.	"	1873	Malbaie, Que.	59 5	18 0	8 0	54	Emile Potvin, St. Alexis, Que.	
74,378	Mary.	St. Catharines.	"	1877	Merrittion, Ont.	84 0	20 3	7 0	87	Andrew Baird, Toronto, Ont.	
103,314	Mary.	Port Hawkesbury	"	1883	Cheticamp, N.S.	34 0	10 6	5 0	10	John Boudrot, Eastern Harbour, N.S.	
74,112	Mary A.	Lunenburg	"	1876	Broad Cove, N.S.	60 0	19 0	7 5	45	Chas. Clarke, Rose Blanche, Nfld.,	

## SESSIONAL PAPER No. 216

94,671	Mary A. W.	Halifax.	"	1889	St. Margaret's Bay, N.S.	36 5	11 9	6 0	13	Mary Ann Blakney, St. Margaret's Bay, N.S.
97,029	Mary A. Law.	Yarmouth.	Bk—Bq.	1890	Meteghan River, N.S.	185 4	35 6	19 3	891	William Law (Estate) Yarmouth, N.S.
85,990	Mary A. Troop.	St. John, N.B.	"	1882	Portland, N. B.	189 4	37 3	22 4	1118	Howard D. Troop, St. John, N.B.
36,344	Mary Alice	Halifax.	Schr—Glt	1861	Barrington, N.S.	69 5	22 3	7 6	58	J. M. Shand, Barrington, N.S.
85,388	Mary Alice.	"	"	1883	La Have, N.S.	41 0	16 4	6 5	21	Wm. Malcolm, Port Malcolm, N.S.
57,250	Mary Alice	Lunenburg.	"	1867	"	57 6	19 4	7 0	36	William Zwecker, Mahone Bay, N.S.
103,459	Mary Alice.	Arichat.	"	1898	West Arichat, N.S.	60 8	17 9	7 6	47	Abraham Terrio, West Arichat, N.S.
	Mary Ann.	Dunville.	Barge—Chld	1867	Stromness, Ont.	78 0	15 0	8 0	57	Pigeon River Lumber Co., Port Arthur, Ont.
61,413	Mary Ann.	Chatham, N. B.	Schr—Glt	1873	Richibucto, N.B.	41 5	12 5	4 8	13	A. Richard, Richibucto, N.B.
69,440	Mary Ann.	Pictou, N.S.	"	1875	Antigonish, N.S.	45 6	15 9	6 0	22	George A. C. McIntosh, Murray River, P.E.I.
50,716	Mary Ann	Quebec.	"	1866	Les Eboulements, Que.	51 0	15 5	7 0	29	Louis Sylvestre, Rivière du Loup, Que.
80,974	Mary Ann	Sydney.	"	1882	Little Glace Bay, N.S.	43 2	13 4	5 6	19	Thomas Hart, Main-a-Dieu, N.S.
	Mary Ann.	Montreal.	Barge—Chld	1860	Sorel, Que.	89 2	19 7	5 4	90	Gilbert Pilant, Montreal, Que.
75,577	Mary Ann Bell.	Lunenburg.	Schr—Glt	1877	West Dublin, N.S.	53 0	17 5	7 0	33	Chas. Ritcey, Musquodoboit Harbour, N.S.
71,162	Mary Ann Lydon.	Port Hope.	"	1874	Port Burwell, Ont.	121 0	26 0	9 7	222	T. F. Jones, Port Hope, Ont.
66,098	Mary Ann Marshall.	Quebec.	"	1873	Rimouski, Que.	74 2	22 0	7 0	66	Mrs. Ellen S. Batchart, Quebec, Que.
111,479	Mary Atalanta.	Arichat.	"	1901	River Bourgeoise, N.S.	37 6	13 4	5 6	15	Peter Bouchard, River Bourgeoise, N.S.
90,811	Mary Baldwin	Port Hope.	"	1876	Sackett Harbour, U.S.A	34 6	10 3	4 5	7	A. Mathews, Lakeport, Ont.
92,385	Mary Bedford.	Kingston.	Barge—Chld	1888	Bedford Mills, Ont.	101 0	17 5	4 6	61	Benjamin Tett, Bedford Mills, Ont.
100,288	Mary Bell.	Halifax.	Schr—Glt	1893	Harrigan Cove, N.S.	32 8	11 9	5 7	10	J. A. McDonald, Harrigan Cove, N.S.
83,493	Mary C.	Liverpool	"	1884	Liverpool, N.S.	77 4	23 5	8 9	84	W. E. Hardy, Osborne, N.S.
54,151	Mary Covell.	Halifax.	"	1867	Jeddore River, N.S.	61 5	19 3	6 9	48	Mrs. Margaret Belleisle, Buctouche, N.B.
88,114	Mary Culmer.	"	"	1884	Harbour Island, Bahamas	110 4	27 6	10 4	207	G. C. Hart, Halifax, N.S.
80,864	Mary D.	Amherst, N.S.	"	1881	Wallace, N.S.	38 6	14 8	5 7	16	W. M. Rice, Wallace, N.S.
100,380	Mary D.	Sydney	"	1893	Little Bras d'Or, N.S.	46 8	16 7	6 2	27	Sineon Deveaux, Bras d'Or, N.S.



2-3 EDWARD VII., A. 1903

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.		
92,742	Mary E.	Sackville.	Schr—Glt.	1890	Sackville, N.B.	79 6	25 0	7 2	99	S. L. Chapman, Dorchester, N.B.
85,664	Mary E.	Halifax	"	1881	Mahone Bay, N.S.	41 6	12 6	5 6	14	Wm. W. Slawwhite, Terence Bay, N.S.
52,159	Mary E.	St. John, N.B.	"	1865	Carleton, N.B.	46 6	14 6	5 7	21	Frederick Buchanan St. John, N.B.
88,464	Mary E.	Arichat.	"	1882	Sandy Cove, N.S.	33 1	11 2	5 2	10	C. W. Rankin, Grindstone, Magdalen Islands, Que.
107,355	Mary E.	Sydney	"	1894	Ingonish, N.S.	33 2	12 4	5 2	10	Allan McIntyre, Ingonish, N.S.
57,485	Mary E. Lent.	Annapolis.	Bgtn—Bkgt.	1872	Freeport, N.S.	86 8	22 2	9 3	96	Wm. Lent, Freeport, N.S.
75,826	Mary E. McDougall.	Arichat.	Schr—Glt.	1878	Mahone Bay, N.S.	87 5	24 9	9 7	98	P. H. Wilcox, Louisburg, N.S.
38,383	Mary Elizabeth.	Digby.	"	1874	West Arichat, N.S.	75 8	23 5	10 2	88	John E. Melançon, Plympton, N.S.
85,693	Mary Ellen.	Chatham, N.B.	"	1882	Belledune, N. B.	36 1	13 0	4 5	12	Geo. Gordon, Dalhousie, N.B.
77,977	Mary Ellen.	Victoria.	"	1863	San Francisco, Cal., U.S.A.	75 0	23 7	7 0	63	J. Boscowitz, Victoria, B.C.
107,056	Mary Ellen.	Barrington.	"	1865	U.S.A.	65 5	19 5	7 4	56	M. W. Cook, Isaac's Harbour, N.S.
77,970	Mary Emeline.	St. Andrews.	"	1880	Beaver Harbour, N.B.	36 0	13 2	5 6	18	Jas. Murphy, Grand Manan, N.B.
103,684	Mary Emma.	Chatham, N.B.	"	1894	Carquet, N.B.	36 0	12 7	4 8	11	Wm. Fruing & Co., Ltd., Jersey.
83,156	Mary Everett.	Belleville.	"	1897 (1887)	Shannonville, Ont. (Oakville, " )	120 0	26 0	8 1	198	John Cooper, Wallaceburg, Ont.

## SESSIONAL PAPER No. 216

80,026	Mary F.	Yarmouth.	"	1878	Canning, N.S.	51	2	18	5	5	3	28	A. W. Eakins, Yarmouth, N.S.
83,087	Mary Florence.	Port Hawkesbury.	"	1883	Moser's River, N.S.	59	6	19	6	7	8	53	G. Brett, Bay of Islands, Newfoundland.
111,478	Mary Hawes.	Arichat	"	1846	Newburyport, U.S.A.	61	0	17	8	7	0	41	Henry A. Rhynard, Pictou, N.S.
107,278	Mary Hendry.	Liverpool	Bktn—Bkglt.	1899	Liverpool, N.S.	124	2	28	4	11	7	249	Abraham W. Hendry, Liverpool, N.S.
73,491	Mary Jane.	Amherst, M.I.	Schr—Glt	1881	Alright Island, M. I., Que.	63	7	19	5	7	5	47	Amédée Cyr, House Harbour, Magdalen Islands, Que.
86,917	Mary Jane.	Halifax	"	1880	Cape Wolfe, P.E.I.	69	0	19	0	7	3	55	Thos. Dunlap, Amherst, N.S.
77,854	Mary Jane.	Sydney.	"	1879	Cape North, N.S.	43	5	15	0	5	1	17	Wm. Gwinn, Cape North, N.S.
80,819	Mary Jane.	Windsor, N.S.	"	1881	Cornwallis, N.S.	32	0	11	0	5	3	9	Wm. C. Bill, Cornwallis, N.S.
92,508	Mary Jane.	St. Andrews	"	1870	Black's Harbour, N.B.	33	0	11	4	6	0	13	Mark Shannon, Black's Harbour, N.B.
92,413	Mary Jane	Chatham, N.B.	"	1888	Tracadie, N.B.	37	5	13	0	5	4	14	Theodore Savoy, Tracadie, N.B.
74,352	Mary Joseph.	Pictou, N.S.	"	1877	Merigonish, N.S.	56	1	18	1	7	4	42	Uriah Matthew, Souris, P.E.I.
92,568	Mary Kate.	Shelburne	"	1887	Sheet Harbour, N.S.	35	4	12	6	6	0	13	John Hipson, Shelburne, N.S.
72,066	Mary L.	Arichat.	"	1881	St. Peter's, N.S.	45	0	15	9	6	3	19	R. Lejéme, West Arichat, N.S.
96,769	Mary Lambert.	Port Hawkesbury	"	1889 } 1899 }	Cheticamp, N.S.	38	0	12	4	5	4	11	C. Chaisson, Cheticamp, N.S.
92,420	Mary Louise.	Chatham, N.B.	"	1889	Pokemouche, N.B.	35	4	13	2	5	2	13	D. Loggie, Church Point, N.B.
100,781	Mary Louise.	"	"	1889	Caracquet, N.B.	36	7	12	3	4	5	11	C. Hubbard, Caracquet, N.B.
111,769	Mary Louise.	Kingston.	Sloop	1902	Portland, Ont.	77	2	18	6	4	2	46	Wesley Brooker, Newboro, Ont.
111,437	Mary M. Ronkey.	Halifax	Schr—Glt	1902	Smith's Cove, N.S.	70	5	21	0	9	0	77	John T. Ronkey, Smith's Cove, N.S.
83,095	Mary Margaret.	Port Hawkesbury	"	1876	South River, P.E.I.	37	1	14	0	6	1	17	J. Chiasson, Murray Harbour, P.E.I.
111,475	Mary Matilda.	Arichat.	"	1901	St. Peter's, N.S.	37	5	13	9	6	6	15	Maurice Burke, St. Peter's, N.S.
83,434	Mary May.	Shelburne	"	1886	Gilbert Cove, N.S.	44	0	15	6	5	8	20	A. J. Firth, Shelburne, N.S.
103,859	Mary May.	Halifax.	"	1898	Port Felix, N.S.	45	6	14	4	7	8	23	B. David, Port Felix, N.S.
85,653	Mary O'Dell.	"	"	1875	St. Margaret's Bay, N.S.	34	8	12	5	5	0	10	Jas. L. Richardson, St. Margaret's Bay N.S.
88,583	Mary Odell.	Yarmouth.	"	1884	Argyle, N.S.	40	5	13	5	5	0	14	T. Terrio, Meteghan, N.S.
83,226	Mary Queen.	Charlottetown	"	1881	Fifteen Point, P.E.I.	48	4	14	4	5	9	22	Samuel White, Cape Egnmont, P.E.I.

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						Dimensions.					
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
FT. TONS: FT. TONS: FT. TONS											
100,957	Mary R	Chatham, N.B.	Schr—Glt	1893	Caraquet, N.B.	38 1	13 1	5 0	12	W. S. Loggie Co., Ltd., Chatham, N.B.	
77,780	Mary S. Gordon	Goderich	"	1882	Kincardine, Ont	56 0	17 0	4 9	28	John D. Corstan, Owen Sound, Ont.	
112,150	Mary Star of the Sea	Chatham, N.B.	"	1902	Caraquet, N.B.	38 8	13 9	5 6	15	L. Friolet, Caraquet, N.B.	
111,844	Mary Star of the Sea.	"	"	1900	Caraquet, N.B.	59 6	12 9	5 4	14	J. N. Lebonhillier, Caraquet, N.B.	
83,457	Mary Taylor	Victoria	"	1875	Uesalady, U.S.A.	67 0	20 3	8 0	43	Victoria Sealing Co., Ltd., Victoria, B.C.	
88,447	Mary W. J.	Halifax	"	1884	Moser's River, N.S.	65 8	21 2	7 9	69	David McLeod, Charlottetown, P.E.I.	
107,912	Mary & Hilda	St. Andrews	Sloop	1896	Quaco, N.B.	30 0	14 6	5 0	17	Wilnot Gupill, Grand Manan, N.B.	
59,247	Marysville.	St. John, N.B.	Wdbr—Fdb	1869	Westfield, N.B.	75 2	25 5	6 6	78	Freeman White, Harvey Bank, N.B.	
107,652	Mascot.	Lunenburg	Schr—Glt	1899	Lunenburg, N.S.	97 7	25 4	9 6	98	Charles Hewitt, Lunenburg, N.S.	
72,675	Mascot.	Victoria	"	1875	Seattle, Wash., U.S.A.	68 7	19 2	4 6	40	Henry F. Sieward, Victoria, B.C.	
77,895	Matilda	Sackville	"	1892	Shediac, N.B.	59 0	18 8	6 7	47	Thomas Haines, Richibucto, N.B.	
	Matilda	Montreal	Barge—Chd	1873	Yanaska, Que	104 0	22 0	7 6	139	J. Courteau, Nicolet, Que.	
92,572	Mattie B.	Halifax	Schr—Glt	1888	Ship Harbour, N.S.	47 0	17 7	7 3	33	Moses Chiasson, Margaree Forks, N.S.	
100,816	Mattie Morrissey	Canso	"	1891	Shelburne, N.S.	52 0	16 6	6 2	24	James Meagher, Canso, N.S.	



## SESSIONAL PAPER No. 21b

71,036	Maud	St. John, N.B.	"	(1876 Yarmouth, N.S. 1900 St. John, N.B.)	52 0	16 5	6 2	34	Chas. S. Smith, St. Martin's, N.B.
103,462	Maud	Arichat	"	1902 Guysboro', N.S.	43 0	17 0	5 6	20	Henry Duong, Arichat, N.S.
90,269	Maud Carter	Halifax	"	1885 Humber Sound, Nfld.	74 9	21 9	9 0	92	D. H. Webber, Jeddore, N.S.
107,988	Maud Churchhill	Shelburne	"	1901 Sable River, N.S.	90 8	23 7	9 4	96	Enos Churchhill, Lockeport, N.S.
83,092	Maud F.	Port Hawkesbury	"	1878 Steep Creek, N.S.	23 6	11 0	5 6	11	W. Critchette, Steep Creek, N.S.
94,679	Maud Gillam	Halifax	"	1889 Shelburne, N.S.	76 0	22 0	8 6	79	Michael Gillam, Channel, Nfld.
111,669	Maud Moulton	Shelburne	"	1902 " "	95 0	25 0	9 5	99	G. R. Moulton, Bourgeo, Nfld.
85,518	Maud S	Toronto	"	1884 Port Credit, Ont.	52 3	16 4	3 6	25	A. Walker, Port Credit, Ont.
77,982	Maud S.	Port Rowan	"	1880 Georgian Bay, Ont.	52 0	15 0	6 5	21	R. Crooker (address not known).
94,749	Maud S.	St. John, N.B.	"	1888 Macquapit Lake, N.B.	65 5	20 5	5 4	63	Isaac H. Carle, Canning, N.B.
100,376	Maud S.	Sydney	"	1892 Cow Bay, N.S.	36 6	12 4	6 3	13	G. P. Leslie, Spry Bay, N.S.
107,995	Maud S.	Canso	"	1901 Canso, N.S.	36 6	11 0	6 9	12	John W. Sproule, Canso, N.S.
92,604	Maudie	Digby	"	1889 Louisburg, N.S.	46 3	15 5	6 4	26	Freeman A. Beardsley, Port Lorne, N.S.
107,477	Maudie Ellen	"	Sloop	1900 Parker's Cove, N.S.	29 5	12 8	5 5	14	Leander Hudson, Parker's Cove, N.S.
111,714	Mauna Loa	Lunenburg	Sehr—Glt	1901 Lunenburg, N.S.	95 8	24 8	9 6	99	John Schmeisser, LaHave, N.S.
111,502	Mavis	St. John, N.B.	Sloop	1900 St. John, N.B.	53 4	14 6	8 1	29	Wm. H. Street, Campo Bello, N.B.
92,703	Max	Winnipeg	Barge—Chd	1880 Rat Portage, Ont.	57 5	13 7	4 8	26	The Ontario & Western Lumber Co., Ltd., Rat Portage, Ont.
103,088	Max	Chatham, N.B.	Sehr—Glt	1893 Carquet, N.B.	34 4	13 4	4 8	10	M. Cornier, Carquet, N.B.
100,206	May	Vancouver	Scow—Chd.	1887 Vancouver, B.C.	68 0	18 9	4 4	46	Gordon T. Legg, Vancouver, B.C.
80,654	May	Ottawa	Barge—Chd	1880 Montreal, Que.	110 0	22 5	7 2	165	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,227	May	Halifax	Sehr—Glt	1893 Sambro, N.S.	37 8	11 4	5 0	10	T. E. Little, Terence Bay, N.S.
103,022	May	Parrsboro'	"	1895 Spencer's Island, N.S.	38 0	12 0	5 4	12	W. H. Llewelyn, Parrsboro', N.S.
112,371	May A.	Arichat	"	1900 Canso, N.S.	34 0	10 0	5 9	11	Thos. Pembroke, Canso, N.S.
92,581	May B.	Gaspé	"	1888 P. E. Island	39 8	12 3	4 9	14	Robert J. Vincent, Montrose, P.E.I.
66,981	May Ball	St. John, N.B.	Wdht—Bdb.	1874, Jemseg, N.B.	76 0	26 0	6 6	76	C. A. Cannon, Harvey, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						ft. inches. Pieds. Pouces.	ft. inches. Pieds. Pouces.	ft. inches. Pieds. Pouces.		
94,793	May English.	Richibucto.	Schr—Glt.	1890	Rexton, N. B.	38 0	13 0	5 4	10	Daniel English, Rexton, N. B.
100,614	May Flower.	Shelburne.	"	1891	Jordan River, N. S.	32 0	12 4	5 4	11	J. E. Lloyd, Brighton, N. S.
107,506	May Flower.	Quebec.	"	1897	Caracquet, N. B.	66 8	20 2	8 4	76	J. Lantagne, Caracquet, N. B.
107,777	May Flower.	Chatham, N. B.	"	1900	Shippegan, N. B.	39 0	12 8	4 8	11	Octave Benoit, Shippegan, N. B.
60,125	May Flower.	Halifax	"	1875	Harbour au Bouche, N. S.	41 0	14 0	6 8	20	Hycinthe Chiasson, Cheticamp, N. S.
96,840	May Flower.	Lunenburg.	"	1890	Summerside, N. S.	61 5	21 6	8 0	60	Howard Harding, Spanish Ship Bay, N. S.
69,213	May Fly.	"	"	1875	LaHave, N. S.	36 0	13 5	5 0	12	Thos. Forhan, Halifax, N. S.
57,286	May Lily.	"	"	1886	"	47 0	16 8	6 4	24	A. Young, Port Petpeswick, N. S.
107,967	May Myree.	"	"	1900	"	86 0	23 2	9 3	89	Elias Richard, sr., New Dublin, N. S.
75,762	May Queen.	Liverpool.	"	1877	Liverpool, N. S.	41 2	14 3	5 5	17	Wm. Peterson, Liverpool, N. S.
88,431	Mayflower.	Halifax.	"	1884	Chezetcook, N. S.	39 6	14 8	7 0	21	John Donovan, Ingonish, N. S.
92,576	Mayflower.	"	"	1884	Sambro, N. S.	37 5	12 6	5 0	13	James Young, Sambro, N. S.
64,864	Mayflower.	"	"	1871	Barrington, N. S.	35 9	12 8	5 2	14	S. M. Malone, Barrington, N. S.
111,462	Mayflower.	Chatham, N. B.	"	1900	Miscou Harbour, N. B.	33 0	11 6	5 0	10	John A. Bizan, Miscou Harbour, N. B.

## SESSIONAL PAPER No. 216

103,768	Mayflower.....	"	"	1896	Carsquet, N.B.	34 3	12 6	5 0	13	C. Robin, Collas & Co., Ltd., Jersey.
103,177	Mayflower.....	Shelburne	"	1891	Little Harbour, N.S.	32 3	11 6	5 6	12	A. E. Hamilton, Carleton Village, N.S.
103,184	Mayflower.....	"	"	1895	Shelburne, N.S.	46 0	15 5	6 5	26	G. C. Stevens, Freeport, N.S.
103,057	Mayflower.....	Yarmouth	"	1894	"	34 0	12 4	6 1	12	L. O. Blades, Pubnico, N.S.
107,757	Mayflower.....	Charlottetown	"	1901	Cascumpec, P.E.I.	45 1	13 4	6 2	18	George Tweedie, Alberton, P.E.I.
103,545	Mayfly.....	Halifax	Sloop	1896	Dartmouth, N.S.	23 5	6 4	3 6	3	Dr. A. W. Cogswell, Halifax, N.S.
107,883	Mazar.....	Montreal	"	1899	Sorel, Que.	98 4	23 0	6 6	107	Nap. St. Denis, St. Anne de Bellevue, Que.
83,315	Mazurka.....	Port Medway	Schr—Glt	1885	Vogler's Cove, N.S.	76 4	23 5	9 2	83	Edward B. Richardson, Halifax, N.S.
92,777	Meda.....	New Westminster	Sloop	1888	Burrard Inlet, B.C.	31 5	11 4	4 9	10	O. Thomas, M.O., Victoria, B.C.
69,593	Medora.....	Quebec	Barge—Chd	1873	St. Enélie, Que.	98 0	23 5	8 2	124	Danase Beaudette, Ste. Emélie, Que.
77,563	Medway.....	Montreal	Sloop	1873	Sorel, Que.	89 9	22 6	6 4	90	M. Mongeau, Sorel, Que.
37,428	Medway Belle.....	Halifax	Schr—Glt	1854	Broad Cove, N.S.	64 0	19 8	7 7	50	Wm. Henderson, Murray Harbour, P.E.I.
107,627	Mein.....	New Westminster	Barge—Chd	1898	Vancouver, B.C.	50 0	14 6	4 0	23	Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
112,086	Melba.....	Lunenburg	Schr—Glt	1902	Mahone Bay, N.S.	65 6	20 1	8 0	61	John D. Sperry, Petite Rivière, N.S.
107,303	Melba.....	Windsor, N.S.	"	1899	Gardiner's Creek, N.B.	142 4	32 4	12 4	419	J. M. Smith, Windsor, N.S.
85,773	Melinda.....	Montreal	Sloop	1883	Pierreville, Que.	94 0	22 1	6 7	102	Alfred Boucher, Sorel, Que.
100,574	Melrose.....	Lunenburg	Schr—Glt	1893	LaHave, N.S.	63 2	21 9	9 0	71	A. R. Morash, Lunenburg, N.S.
103,556	Melrose.....	Montreal	Sloop	1895	Kingston, Ont.	183 6	35 8	14 0	740	Montreal Transportation Co., Montreal, Que.
85,389	Mentor.....	Halifax	"	1881	Georgetown, P.E.I.	21 3	6 5	3 4	2	O. Striedinger, Halifax, N.S.
100,897	Mercedese.....	Weymouth	Schr—Glt	1896	Belliveau's Cove, N.S.	95 5	27 2	9 7	149	Benj. Belliveau, M.O., Belliveau's Cove, N.S.
61,447	Merida.....	Chatham, N.B.	"	1874	Shippegan, N.B.	36 6	12 2	4 6	13	A. Ache, Shippegan, N.B.
59,474	Merit.....	Halifax	"	1871	LaHave, N.S.	57 0	18 7	7 2	41	C. Garnier, St. George's Bay, Nfld.
92,600	Merit.....	Sydney	"	1887	Little Bras d'Or, N.S.	34 8	14 3	4 9	13	Alexander LeBlanc, Little Bras d'Or, N.S.
100,849	Merl M. Parks.....	Lunenburg	"	1894	LaHave, N.S.	83 7	24 5	9 4	100	Wm. Gordon, Georgetown, P.E.I.
94,386	Merle.....	Toronto	Yacht	1887	South Boston, Mass., U.S.A.	39 9	12 7	5 5	11	Alex. McL. Macdonald, Toronto, Ont.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
80,666	Merlin .....	Montreal ..	Barge—Chd ..	1881	Montreal, Que .....	106 2	22 3	6 8	146	Dickson Anderson, Montreal, Que.
92,697	Mermaid .....	Winnipeg ..	" .....	1889	Fort Frances, Ont. ....	58 9	13 7	4 8	19	Robert Musher, Fort Frances, Ont.
100,496	Mermaid .....	Victoria ..	Schr—Glt .....	1853	" .....	93 7	20 3	10 0	73	Victoria Sealing Co., Ltd., Victoria, B.C.
97,012	Mermaid .....	St. Catharines ..	Scow—Chd .....	1885	Chippawa, Ont. ....	36 0	7 5	5 1	9	Robt. Sutor, Cayuga, Ont.
100,779	Mermaid .....	Chatham, N.B. ....	Schr—Glt .....	1891	Carsquet, N.B. ....	34 7	13 1	4 5	11	C. Hubbard, Caraquet, N.B.
111,463	Mermaid .....	" .....	" .....	1900	Petit Rocher, N.B. ....	35 8	12 3	4 5	12	Sydney DesBrisay, Petit Rocher, N.B.
85,796	Merry May .....	Charlottetown ..	" .....	1884	Mount Stewart, P.E.I. ....	67 7	21 8	7 2	64	Geo. McKay, Rustico, P.E.I.
103,671	Merry-thought .....	Toronto .....	Sloop .....	1895	Oakville, Ont. ....	56 0	12 2	9 0	39	Geo. H. Gooderham, Toronto, Ont.
92,347	Mersey .....	Quebec .....	Barge—Chd ..	1888	Point Lévis, Que. ....	100 0	23 4	5 8	96	John Burstall, Quebec, Que.
71,384	Merton .....	Parrsboro' ..	Schr—Glt ..	1876	Parrsboro', N.S. ....	64 1	20 1	7 7	61	Stuart Mason, Parrsboro', N.S.
100,468	Messagère .....	Quebec .....	" .....	1893	St. Alexis, Que. ....	53 2	16 2	7 4	42	N. Drouin, Quebec, Que.
38,417	Messenger .....	Arichat .....	" .....	1861	Cheticamp, N.S. ....	56 8	15 8	6 3	29	Cyprien Burke, River Bourgeoise, N.S.
78,030	Messenger .....	Collingwood ..	Barge—Chd ..	1882	Collingwood, Ont. ....	84 0	21 6	6 8	94	Geo. Moberly, M.O., Collingwood, Ont.
111,553	Messenger .....	St. Andrews ..	Sloop .....	1899	Grand Manan, N.B. ....	29 8	12 8	5 1	12	Turner Ingersoll, Grand Manan, N.B.

## SESSIONAL PAPER No. 21b

73,042	Metapeusho	Quebec	Schr—Glt	1873 Murray Bay, Que.	36 0	12 5	5 3	12 Chas. Boulet, Cap St. Ignace, Que.
64,949	Meteor.	"	Barge—Chd	1871 Ste. Emélie, Que.	97 2	22 0	7 2	105 Z. Gosselin, St. Antoine de Tilly, Que.
97,070	Meteor.	Charlottetown	Bktr—Bkgt	1892 Bideford, P. E. I.	150 0	30 2	15 0	394 William Richards, Bideford, P. E. I.
112,100	Meteor.	Lunenburg	Schr—Glt	1902 Lunenburg, N. S.	97 0	25 0	9 8	99 Theophile Creaser, LaHave, N. S.
107,802	Meteor.	St. John, N. B.	Sloop.	1897 Deer Island, N. B.	40 8	12 8	6 0	13 Sylvester R. Watt, North Head, Grand Manan, N. B.
113,022	Miantonomah.	Arichat.	Schr—Glt	1872 Newburyport, U. S. A.	80 0	23 1	8 0	72 Alfred Ganion, Arichat, N. S.
57,728	Mic Mac.	Halifax.	"	1868 La Have, N. S.	47 1	17 4	6 9	34 G. R. Davis, Bay of Islands, Nfld.
103,190	Mic Mac.	Shelburne	"	1896 Shelburne, N. S.	69 0	18 4	8 1	50 A. Hood, Shelburne, N. S.
64,948	Michigan.	Quebec.	Barge—Chd	1871 Quebec, Que.	122 3	24 5	9 2	206 Dickson Anderson, Montreal, Que.
103,541	Midge.	Halifax.	Sloop.	1896 Dartmouth, N. S.	23 5	6 4	3 6	3 W. J. Stairs, jr., Halifax, N. S.
88,461	Midnight.	Gaspé	Schr—Glt	1865 Essex, Mass, U. S. A.	71 2	21 4	8 0	66 Isaac A. Thompkins, Halifax, N. S.
100,785	Midnight.	Chatham, N. B.	"	1892 Caraquet, N. B.	38 0	12 5	4 8	12 R. Young, Caraquet, N. B.
92,332	Mignonette.	Quebec	"	1886 St. Etienne, Saguenay, Que.	96 5	25 5	11 0	139 W. L. Maltby, Montreal, Que.
100,300	Mikado.	Chatham, N. B.	"	1892 Caraquet, N. B.	35 4	12 5	5 0	13 C. Robin, Collas & Co., Ltd., Jersey.
107,650	Mildred.	Lunenburg	"	1899 Mahone Bay, N. S.	94 5	25 0	10 6	100 Abraham Ernst, Mahone Bay, N. S.
111,831	Mildred K.	Digby	"	1901 Granville, N. S.	45 5	16 8	6 5	35 Edward Keans, et al., Granville, N. S.
72,976	Mildred M.	"	"	U. S. A.	63 8	19 5	7 0	52 Maurice D. Peters, et al., Westport, N. S.
111,523	Mildred P.	"	"	1895 Port Maitland, N. S.	32 3	11 5	6 0	11 Jas W. Haskill, Port Maitland, N. S.
90,823	Miletus.	Lunenburg	"	1888 Port Medway, N. S.	76 0	24 0	9 0	96 R. Harrington, Sydney, N. S.
107,111	Millie Mace.	"	"	1898 La Have, N. S.	89 0	24 6	9 5	99 George Creaser, La Have, N. S.
100,153	Milo.	"	"	1891 Lunenburg, N. S.	81 1	24 4	9 3	99 Christin Geldert, Lunenburg, N. S.
61,593	Mina Belle.	Halifax.	"	1876 Sable River, N. S.	60 0	20 0	7 0	42 Placide Le Blanc, Cheticamp, N. S.
111,408	Mindoro.	Lunenburg	"	1900 La Have, N. S.	91 2	24 0	9 8	91 David Ritecy, La Have, N. S.
112,320	Mineola.	Parraboro'	"	1902 Port Greville, N. S.	127 2	32 0	10 7	270 J. Willard Smith, St. John, N. B.
83,380	Mink.	Toronto	"	1880 Gravenhurst, Ont.	52 0	16 0	4 0	19 The Muskoka & Nipissing Navigation Co., Gravenhurst, Ont.

2-3 EDWARD VII., A. 1903

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10chs	Ft. 10chs	Ft. 10chs		
94,884	Minnedosa.....	Montreal.....	Barge—Chd.....	1890	Kingston, Ont.....	245 0	36 3	15 1	1041	Montreal Transportation Co., Montreal, Que.
83,119	Minnehaha.....	Halifax.....	Sloop.....	1881	Dartmouth, N.S.....	26 0	10 2	4 3	7	Capt. Geo. J. Playfair, R.A., Halifax, N.S.
77,628	Minnie.....	Kingston.....	".....	1878	Howe Island, Ont.....	40 0	11 9	4 9	17	James Cooper, South Bay, Ont.
83,144	Minnie.....	St. Catharines.....	Schr—Glt.....	1890	Port Dalhousie, Ont.....	38 0	9 8	4 9	8	Joseph Adamson, Toronto, Ont.
83,023	Minnie.....	Toronto.....	".....	1881	Wallaceburg, Ont.....	92 0	22 7	4 4	63	James Playfair, Midland, Ont.
100,224	Minnie.....	Halifax.....	".....	1892	Sheet Harbour, N.S.....	85 6	24 2	10 6	96	J. E. Grant, Galarouse, N.S.
100,491	Minnie.....	Victoria.....	".....	1886	Victoria, B.C.....	45 5	13 5	3 9	10	M. Manson, Nanaimo, B.C.
83,456	Minnie.....	".....	Sloop.....	.....	Washington Territory, U.S.A.	34 0	10 5	2 5	5	Mrs. Eliza Marshall, Victoria, B.C.
.....	Minnie.....	Ottawa.....	Barge—Chd.....	1873	Brewer's Mills, Ont.....	95 5	20 3	5 8	109	John Eligh and Peter Eligh, J.O., Beckett's Landing, Ont.
111,997	Minnie A.....	Arichat.....	Schr—Glt.....	1902	River Bourgeoise, N.S.....	66 0	18 4	7 4	46	A. Sampson, River Bourgeoise, N.S.
75,576	Minnie A.....	Halifax.....	".....	1877	La Have, N.S.....	59 5	19 8	7 5	42	Wm. Reid, Wallace, N.S.
103,412	Minnie B.....	Lunenburg.....	".....	1894	".....	42 4	17 0	6 5	25	Jacob Pickels, Mahone Bay, N.S.
107,375	Minnie B.....	Sydney.....	".....	1900	Ingonish, N.S.....	38 7	11 6	5 1	10	James H. Brewer, Ingonish, N.S.
90,722	Minnie Bell.....	Halifax.....	".....	1886	Musquodoboit Harbour, N.S.	34 5	12 6	4 8	11	John Kent, Musquodoboit Harbour, N.S.



## SESSIONAL PAPER No. 21b

96,935	Minnie Bell	Charlottetown	"	1890	Wood Island, P.E.I.	49 5	17 1	6 0	35 T. R. Thompson, Tidnish, N.S.
75,450	Minnie Bride	Quebec	"	1888	Barnchois, Gaspé, Que.	74 5	22 0	9 7	93 E. Bouchard, Quebec, Que.
85,533	Minnie C.	Yarmouth	"	1883	Maitland, N.S.	39 0	12 4	5 0	12 Milton Haines, Freeport, N.S.
72,324	Minnie Cline	St. John, N.B.	"	1877	Moss Glen, N.B.	73 0	19 7	7 3	46 Richard Cline, St. John, N.B.
90,682	Minnie D.	Shelburne	"	1886	Shelburne, N.S.	73 0	21 7	8 8	76 James T. Thomson, Halifax, N.S.
103,606	Minnie D.	Sydney	"	1896	Ingonish, N.S.	33 7	12 1	5 1	9 J. Daphne, Ingonish, N.S.
94,792	Minnie E. Moody	Richibucto	"	1888	Richibucto, N.B.	83 3	24 7	8 9	112 George Long, Richibucto, N.B.
107,438	Minnie F.	St. Andrews	Sloop	1895	Grand Manan, N.B.	29 0	11 5	5 0	11 Chester Frankland, Grand Manan, N.B.
88,577	Minnie Francis	Kingston	Barge—Chd	1885	Kingston, Ont.	101 0	22 8	5 0	89 G. B. Magee, Merrickville, Ont.
107,434	Minnie G.	St. Andrews	Sloop	1886	West Isles, N.B.	30 6	12 2	5 6	13 Owen Green, Grand Manan, N.B.
103,023	Minnie H.	Parrsboro'	Schr—Glt	1894	Canada Creek, N.S.	37 1	12 7	5 5	12 J. A. Bowser, Sackville, N.B.
88,406	Minnie J.	Arichat	"	1893	Sonora, N.S.	30 3	11 2	4 7	10 P. Munro, White Head, N.S.
103,757	Minnie J. Heckman	Lunenburg	"	1897	La Have, N.S.	94 1	25 0	10 0	100 A. Heckman, La Have, N.S.
103,416	Minnie J. Smith	"	"	1895	Shelburne, N.S.	94 0	23 8	9 5	99 John Pénny, sr., Halifax, N.S.
111,904	Minnie L.	Arichat	"	1901	Cape George, N.S.	39 2	11 3	5 9	15 Elias Bois, Petite de Grat, N.S.
107,751	Minnie Laura	Charlottetown	"	1900	Murray Harbour, P.E.I.	50 0	15 9	6 6	31 John R. Bailey, Murray Harbour South, P.E.I.
77,631	Minnie Lieuein	Kingston	Barge—Chd	1878	Seely's Bay, Ont.	94 0	17 7	4 8	64 C.F. Gildersleeve, Kingston, Ont.
83,104	Minnie Long	Richibucto	Schr—Glt	1887	Richibucto, N.B.	43 1	14 3	5 8	19 Geo. Allen, North Sydney, N.S.
85,400	Minnie M.	Anherst, M.I.	"	1901	Old Harry, Que.	39 5	11 5	6 3	13 John J. Bushey, Grand Entry, Magdalen Island, Que.
100,249	Minnie M.	Halifax	"	1894	Ship Harbour, N.S.	34 8	12 0	5 2	10 J. P. Martin, Ship Harbour, N.S.
107,952	Minnie M. Cook	Lunenburg	"	1899	La Have, N.S.	87 0	24 0	9 3	84 Abraham Cook, Lunenburg, N.S.
83,302	Minnie Mac	Halifax	"	1882	Port Medway, N.S.	71 0	22 1	8 6	76 James McConnell, Port Hilford, N.S.
90,206	Minnie Mack	Charlottetown	"	1884	Bay St. George, Nfld	38 2	12 5	5 7	15 John McKlogan, Bay View, Pictou, N.S.
97,052	Minnie Mand	Gaspé	"	1892	Liverpool, N.S.	81 0	23 7	8 6	85 Thos. Robert, Cap Ozo, Que.
100,446	Minnie May	Canso	"	1896	Sonora, N.S.	33 7	12 4	5 2	12 Wm. L. Dort, Sandy Cove, N.S.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
88,399	Minnie May	Amherst, M.I.	Schr—Glt	1897	Spry Bay, N.S.	35 2	12 5	5 6	10	Charles Cornier, Amherst, Magdalen Island, Que.
107,702	Minnelaha.	Toronto	House-boat.	1898	Penetanguishene, Ont.	42 0	23 0	3 0	133	David Davidson, Penetanguishene, Ont.
61,999	Minnow.	Lunenburg	Schr—Glt	1871	Petite Rivière, N.S.	58 3	19 6	4 4	35	Hiram Chapman, Northport, N.S.
111,574	Minota.	Toronto	Sloop.	1899	Oakville, Ont.	40 0	9 0	5 3	13	G. H. Aikin, Chicago, Ill., U.S.A.
107,791	Minto	St. John, N.B.	Schr—Glt	1899	Westville, N.B.	63 0	20 0	5 0	49	Thomas J. Buckley, Westfield, N.B.
100,450	Minto.	Canso	"	1899	Canso, N.S.	42 2	13 7	6 9	18	E. C. Whitman, Canso, N.S.
107,121	Minto	Lunenburg	"	1898	Lunenburg, N.S.	102 2	25 4	10 0	119	D. Zinck, Lunenburg, N.S.
100,873	Miranda B.	St. John, N.B.	Wdbt—Bab.	1893	Long Reach, N.B.	73 5	27 0	6 3	79	J. E. Moore, St. John, N.B.
111,700	Miriam F.	Liverpool	Schr—Glt	1902	Port Mouton, N.S.	36 4	11 6	5 7	11	F. H. Campbell, Liverpool, N.S.
103,422	Mischief	Lunenburg	"	1895	La Have, N.S.	73 4	22 6	8 4	82	Andrew King, Halifax, N.S.
80,775	Mittie.	Sarnia.	"	1881	Sarnia, Ont	54 0	15 5	4 0	18	J. J. Johnson, Boston, Mass., U.S.A.
88,402	Mizpah.	Digby.	"	1884	Freeport, N.S.	57 9	19 8	7 4	53	E. Gaskill, Grand Manan, N.B.
103,326	Mizpah.	Port Hawkesbury	"	1899	Cheticamp, N.S.	35 8	10 7	5 0	10	George LeBrun, Cheticamp, N.S.
111,701	Mizpah.	Lunenburg	"	1901	Mahone Bay, N.S.	93 2	25 0	9 6	100	J. W. Young, Lunenburg, N.S.



## SESSIONAL PAPER No. 21b

100,094	Moama	St. John, N.B.	"	1892	Black River, N.B.	143 1	32 7	12 0	384	John M. Smith, Windsor, N.S.
85,470	Moise	Quebec	Barge—Chd	1883	Yamaska, Que.	103 4	22 6	7 3	124	Moise Robidoux, Yamaska, Que.
103,599	Mollie Myer	Charlottetown	Schr—Glt	1807	Souris, P.E.I.	34 0	12 0	5 4	9	Socime Fouchère, Etang du Nord, Magdalen Island, Que.
100,175	Molly Bawn	Montreal	Sloop	1891	Boston, Mass, U.S.A.	26 2	9 0	4 6	4	Walter Kavanagh, Montreal, Que.
70,281	Mona	"	Barge—Chd	1873	Sorel, Que.	131 1	24 5	9 0	229	John Torrance, Montreal, Que.
107,998	Money Bush	Canso	Schr—Glt	1901	Port Felix, N.S.	40 0	13 4	6 9	15	Thomas Richard, Port Felix, N.S.
77,610	Monitor	Lunenburg	"	1878	Mahone Bay, N.S.	55 0	18 0	6 9	35	Roderick Fraser, Antigonish, N.S.
46,242	Monitor	Montreal	Sloop	1863	Clayton, N.Y., U.S.A.	57 9	15 0	4 0	25	Richard LaRush, <i>et al.</i> , Kingston, Ont.
103,276	Monkland	Chatham, N.B.	Barge—Chd	1894	Chatham, N.B.	106 8	28 7	6 7	148	J. B. Snowball Co., Ltd., Chatham, N.B.
100,361	Montagnais	Quebec	Sloop	1891	Isle aux Coudres, Que.	37 4	14 2	5 4	17	Jacob Mailloux, Isle aux Coudres, Que.
94,886	Montcalm	Montreal	Barge—Chd	1889	Pierreville, Que.	107 0	23 3	9 6	179	Jean Baptiste Charland, Pierreville, Que.
103,979	Montmorency	Quebec	Schr—Glt	1897	Quebec, Que.	68 0	21 4	6 0	51	O. Harvey, St. Alexis de Chicoutimi, Que.
	Montreal	Montreal	Barge—Chd	1873	Montreal, Que.	143 0	33 3	9 7	337	Montreal Transportation Co., Montreal, Que.
80,608	Montrose	Yarmouth	Schr—Glt	1890	Salmon River, N.S.	33 0	11 5	5 0	7	G. A. Parker, Lunenburg, N.S.
103,630	Mochauk	Quebec	Sloop	1896	Les Ecoreuils, Que.	37 6	13 6	5 0	16	Leon Langlois, Les Ecoreuils, Que.
111,645	Moran	Lunenburg	Schr—Glt	1901	La Have, N.S.	93 8	25 0	10 0	100	Elias Richard, <i>st.</i> , La Have, N.S.
107,656	Moravia	"	"	1899	"	100 4	25 6	10 0	99	Lemuel Smith, La Have, N.S.
83,283	Moravia	Kingston	Sloop	1882	Kingston, Ont.	81 5	18 7	5 0	53	S. H. Pippin, Belleville, Ont.
90,639	Morell	Charlottetown	Schr—Glt	1883	Georgetown, P.E.I.	39 0	13 2	5 1	16	Edward D. Delorey, Georgetown, P.E.I.
103,547	Morning Glory	Halifax	"	1896	Ship Harbour, N.S.	36 6	12 3	5 0	11	W. E. Murphy, Ship Harbour, N.S.
88,230	Morning Light	Charlottetown	"	1884	Chezetcook, N.S.	44 5	16 5	6 8	28	W. G. Richards, Grand River, P.E.I.
74,965	Morning Light	Windsor, Ont.	Scow—Chd	1876	Anderdon, Ont.	45 6	13 0	2 4	14	H. I. Stricker, Shrewsbury, Ont.
88,669	Morning Star	Chatham, N.B.	Schr—Glt	1881	Pokemouche, N.B.	32 2	11 4	4 5	12	Gustave Gionet, Pokemouche, N.B.
35,548	Morning Star	"	"	1856	Shippegan, N.B.	50 0	15 4	7 3	30	A. Arseneau, M.O., Richibucto, N.B.
83,100	Morning Star	Port Hawkesbury	"	1884	Port Royal, N.S.	34 8	12 2	5 2	13	Matthew Maddox, Grandigue, N.S.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
72,992	Morning Star.....	Toronto.....	Schr—Glt.....	1875	Port Credit, Ont.....	66 0	15 9	5 7	47	Joseph Adamson, Toronto, Ont.
80,677	Moses.....	Montreal.....	Barge—Chd.....	1881	Montreal, Que.....	61 0	19 9	4 2	41	The Gilbert Blasting and Dredging Co., Ltd., Montreal, Que.
88,361	Mountain Chief.....	Victoria.....	Schr—Glt.....	1881	Naas River, B.C.....	44 0	16 5	6 5	23	James Mawassum (Indian), Packena, B.C.
103,839	Move.....	Quebec.....	".....	1886	Chateau Richer, Que...	34 0	11 8	4 6	11	H. Caron, Chateau Richer, Que.
107,538	Mowgli.....	St. John, N.B.....	Sloop.....	1895	Yarmouth, N.S.....	24 4	9 1	3 8	4	F. H. J. Ruel, St. John, N.B.
80,914	Mowhawk.....	Prescott.....	Barge—Chd.....	1872	Garden Island, Ont.....	154 0	26 7	10 8	341	R. McCarthy, Prescott, Ont.
83,363	Mud Lark.....	Quebec.....	".....	1872	Sorel, Que.....	62 0	22 0	3 9	95	A. St. Pierre, Three Rivers, Que.
100,719	Mudine.....	Montreal.....	Sloop.....	1889	Brooklyn, N.Y., U.S.A.....	26 0	9 8	2 8	5	George R. Marler, Montreal, Que.
100,631	Mudlark.....	Victoria.....	Barge—Chd.....	1890	Victoria, B.C.....	90 0	30 0	6 0	139	R. P. Rithet & Co., Ltd., Victoria, B.C.
111,473	Murdock Finlayson, Arichat.....	Arichat.....	Schr—Glt.....	1900	L'Ardoise, N.S.....	73 1	21 1	8 8	80	Duncan Finlayson, L'Ardoise, N.S.
107,985	Muriel.....	Shelburne.....	".....	1900	Sable River, N.S.....	49 1	15 4	6 5	25	Thomas Johnson, Lockport, N.S.
85,700	Muriel.....	Quebec.....	Yawl—Yole.....	1883	St. Laurent, Que.....	40 8	15 5	5 0	19	John D. Gilmour, Quebec, Que.
90,542	Muriel.....	Ottawa.....	Barge—Chd.....	1886	Montreal, Que.....	121 9	24 6	7 5	192	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,758	Muriel.....	Lunenburg.....	Schr—Glt.....	1897	Lunenburg, N.S.....	104 6	25 2	10 2	110	E. F. Zwicker, Lunenburg, N.S.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
.....	Napoléon.....	Montreal.....	Barge—Chd.....	1886	Gentilly, Que. ....	90 8	23 1	5 9	83	Octave Lafleur, St. Jean, Que.
103,249	Napoléon.....	" .....	" .....	1894	Sorel, Que. ....	104 6	22 7	8 3	167	Sincennes McNaughton Line, Ltd., Montreal, Que.
72,947	Napoléon.....	Quebec.....	" .....	1870	Gentilly, Que. ....	95 8	23 5	7 0	108	Ovide Baril, Gentilly, Que.
103,629	Napoléon.....	" .....	Sloop .....	1895	Les Ecureuils, Que. ....	64 8	21 4	5 7	47	A. Lemieux, Les Ecureuils, Que.
103,750	Narka.....	Lunenburg.....	Schr—Glt.....	1896	Lunenburg, N.S. ....	98 8	25 6	10 5	154	W. N. Zwicker, Lunenburg, N.S.
92,547	National.....	Montreal.....	Sloop .....	1886	Pierreville, Que. ....	108 7	22 8	8 1	151	Mrs. E. Lalonde, Montreal, Que.
35,419	Nautilus.....	St. Andrews.....	Schr—Glt.....	1892	St. Andrews, N.B. ....	46 0	15 0	6 2	19	H. C. Harris, Centreville, N.S.
83,052	Nautilus.....	Shelburne.....	" .....	1877	Jordan River, N.S. ....	37 0	13 1	4 6	11	Freeman Payzant, Lockport, N.S.
70,294	Nebraska.....	Montreal.....	Barge—Chd.....	1874	Quebec, Que. ....	151 5	26 8	11 2	388	Montreal Transportation Co., Montreal, Que.
103,705	Nebula.....	Yarmouth.....	Schr—Glt.....	1896	Pubnico, N.S. ....	49 5	16 4	7 0	24	F. Amiro, Pubnico, N.S.
83,322	Ned.....	Ottawa.....	Barge—Chd.....	1881	Ottawa, Ont. ....	109 6	22 2	7 9	152	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
85,774	Negociant.....	Montreal.....	Sloop .....	1894	St. Thomas de Pierreville, Que.	105 4	22 3	7 7	129	Urbain Laroche, Sorel, Que.
77,680	Neil Dow.....	Charlottetown.....	Schr—Glt.....	1878	Murray River, P.E.I. ....	56 7	16 4	6 7	48	Wm. Irving, Richibucto, N.B.
61,918	Nellie.....	Liverpool.....	" .....	1870	Ragged Island, N.S. ....	37 0	10 0	5 5	13	J. Corkum, La Have, N.S.



## SESSICNAL PAPER No. 21b

90,892	Nellie.....	Yarmouth.....	"	1889	Tusket Wedge, N.S.....	68 9	20 1	7 3	59	A. O. Porter, Tusket Wedge, N.S.
100,442	Nellie..	Halifax	"	1893	Sonora, N.S.....	55 4	18 2	7 5	42	D. C. Harris, Gabarouse, N.S.
107,607	Nellie.....	Weymouth	"	1901	Meteghan River, N.S....	68 0	21 0	8 2	59	Charles W. Journey, Weymouth Bridge, N.S.
107,638	Nellie.....	New Westminster	Barge—Chd	1898	Seattle, Wash., U.S.A..	28 0	8 0	3 0	5	Thomas H. Worsnop, Atlin, B.C.
100,970	Nellie.....	Chatham, N.B.....	Schr—Glt	1892	Caraquet, N.B.....	35 6	12 6	5 0	11	D. Gallien, Caraquet, N.B.
111,427	Nellie Burns	Halifax	"	1870	Bath, Me., U.S.A.....	73 5	21 3	7 6	68	Daniel S. Miller, Montrose, P.E.I.
103,017	Nellie Carter	Parrsboro'	"	1894	Lower Maccan, N.S....	80 5	25 0	6 8	78	W. H. Adams, Parrsboro', N.S.
85,665	Nellie D.....	Halifax	"	1881	Lunenburg, N.S.....	36 2	12 7	5 7	12	Andrew Mason, Pope's Harbour, N.S.
111,512	Nellie E. Gray	St. John, N.B.....	"	1879	Bucksport, Me., U.S.A..	79 2	23 2	5 8	63	Charles S. Smith, St. Martin's, N.B.
72,977	Nellie H. Ham	Digby	"	1873	U.S.A.....	49 5	14 7	6 3	26	Lisette E. Anderson, <i>et al.</i> , Clarke's Harbour, N.S.
71,174	Nellie Hunter.....	Kingston	"	1874	Dog Lake, Ont.....	101 0	25 0	9 7	173	Jos. Darian, Lanoraie, Que.
103,800	Nellie I. King	Shelburne	"	1900	Shelburne, N.S.....	90 0	23 3	9 2	39	George H. King, Sand Point, N.S.
100,513	Nellie I. White.....	Parrsboro'	"	1892	Sand River, N.S.....	91 1	27 8	8 6	124	A. W. Atkinson, Advocate, N.S.
107,920	Nellie L.....	St. Andrews	Sloop	1900	West Isles, N.B.....	36 4	14 0	6 6	17	Austin Levy, Grand Manan, N.B.
111,722	Nellie Louise	Lunenburg	Schr—Glt	1901	La Have, N.S.....	115 4	29 3	11 0	243	Jessen Anderson, Lunenburg, N.S.
83,060	Nellie Morrow	Gaspé.....	"	1882	Sable River, N.S.....	80 0	22 5	8 9	88	Richard A. Miller, Gaspé, Que.
92,685	Nellie Reid.....	Pictou, N.S.....	"	1891	Brulé, N.S.....	80 3	21 6	8 9	79	Charles Reid, Brulé, N.S.
92,368	Nellie Watters	St. John, N.B.....	"	1887	Canning, N.S.....	79 5	26 5	7 0	96	John N. Smith, Coverdale, N.B.
103,559	Nelson	Montreal	Sloop	1896	St. Thomas, Que.....	93 4	23 0	6 2	79	A. Yergeau, St. Thomas, Que.
111,875	Nelson A.....	Yarmouth	Schr—Glt	1902	Shelburne, N.S.....	75 0	22 0	5 9	72	H. A. Amiro, Pubnico, N.S.
88,484	Nelson River	Winnipeg	Barge—Chd	1882	Winnipeg, Man.....	146 4	24 5	7 2	219	The Northwest Navigation Co., Ltd., Winnipeg, Man.
.....	Nemesis	Goderich	Schr—Glt	1868	Goderich, Ont.....	73 7	19 6	7 0	82	J. H. Spence, Southampton, Ont.
85,396	Neptune	Amherst, M.I.....	"	1889	Amherst, M.I., Que....	54 6	16 9	7 4	34	Alexander G. McLeod, Point Ste. Anne, N.S.
72,048	Neptune	Arichat	"	1875	River Bourgoise, N.S..	48 8	16 5	6 9	26	Wm. Le Vesconte, D'Esousse, N.S.
37,470	Neptune	Liverpool.....	"	1893	Lunenburg, N.S.....	48 0	15 9	7 0	27	P. D. Cohoon, East Port Medway, N.S.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
103,294	Neptune	New Westminster	Barge—Chd	1894	Kootenay Lake, B.C.	58 0	15 5	3 7	21	R. Yuill, Kaslo, B.C.
90,627	Nereid	Charlottetown	Schr—Glt	1885	Montague, P.E.I.	75 0	22 8	9 1	76	B. D. Sharp, Summerside, P.E.I.
80,843	Nettie B. H.	Halifax	"	1880	Clam Harbour, N.S.	42 5	15 5	6 3	23	Ames Johnson, Halifax, N.S.
66,724	Nettie Cole	Liverpool	"	1872	East Port Medway, N.S.	40 0	13 0	4 9	13	R. D. Gardner and Jabez Gardner, Brooklyn, N.S.
94,667	Nettie M. G.	Halifax	"	1889	Mahone Bay, N.S.	48 4	17 7	7 3	32	M. Lynch, sen., Ferguson's Cove, N.S.
69,145	Neva.	"	"	1875	Ponquet, N.S.	97 5	27 9	10 4	167	T. J. Boudrot, Arichat, N.S.
103,639	Neva	"	"	1882	Pennant, N.S.	33 5	11 0	5 5	11	E. Maryatt, Pennant, N.S.
80,681	Neva	Ottawa	Barge—Chd	1881	Montreal, Que.	110 0	22 6	6 9	148	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
	Neva	Montreal	"	1869	Sorel, Que.	91 5	18 9	5 1	92	T. Owens, Stonefield, Que.
80,388	Nevetta	Parrsboro'	Schr—Glt	1882	Parrsboro', N.S.	80 1	23 5	7 6	85	W. A. Howard, Fox River, N.S.
83,062	Neville	Ottawa	Barge—Chd	1886	East Templeton, Que.	112 0	22 7	7 2	158	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
64,969	New Dominion	Quebec	Bgtn—Bkgt.	1871	St. Thomas, Montmag- ny, Que.	87 7	25 0	10 0	134	Mrs. Eliza Powell, Dalhousie, N.B.
85,703	New Dominion	Wallaceburg	Schr—Glt	1883	Levis, Que.	117 5	25 3	9 2	196	Geo. H. Morden, Oakville, Ont.
107,968	New Era	Lunenburg	"	1900	Mahone Bay, N.S.	95 2	26 7	10 2	116	Reuben Ritcey, Ritcey's Cove, N.S.

## SESSIONAL PAPER No. 21b

100,895	New Home.....	Weymouth.....	"	1896	Church Point, N.S.....	48 0	17 2	6 9	31	M. Thibodeau, Church Point, N.S.
85,462	New Liverpool.....	Quebec.....	Barge—Chd.....	1875	Lévis, Que.....	103 0	21 5	8 2	114	Antoine L. Hurtubise, Montreal, Que.
112,006	New Ontario.....	Port Arthur.....	Pile-driver.....	1898	Duluth, Minn., U.S.A..	50 0	20 0	2 8	17	James Whelan, Port Arthur, Ont.
94,833	News Boy.....	Port Medway.....	Schr—Glt.....	1877	Vinal Haven, U.S.A.....	36 5	12 8	5 5	16	Calvin A. Bowlby, Port Medway, N.S.
90,568	Newsboy.....	Toronto.....	"	1885	Bronté, Ont.....	67 5	18 9	4 5	40	Lemuel Dorland, Bronté, Ont.
90,861	Nicanor.....	Lunenburg.....	Bktn—Bkglt.....	1886	Mahone Bay, N.S.....	140 3	31 0	17 0	393	Thos. Forhan, Halifax, N.S.
103,854	Nifici.....	Halifax.....	Sloop.....	1897	Dartmouth, N.S.....	23 6	6 6	4 0	2	F. E. Lawlor, Dartmouth, N.S.
80,682	Nile.....	Ottawa.....	Barge—Chd.....	1881	Montreal, Que.....	74 4	18 5	8 1	151	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
89,882	Nile.....	Dorchester.....	Bgtn—Bkglt.....	1857	Maryland, U.S.A.....	96 6	24 6	8 2	164	Judson Edgett, Brooklyn, N.Y., U.S.A.
107,322	Nim.....	Halifax.....	Sloop.....	1897	Mahone Bay, N.S.....	28 8	7 5	4 2	3	Edward C. Bethune, Halifax, N.S.
111,644	Nimrod.....	Lunenburg.....	Schr—Glt.....	1901	La Have, N.S.....	94 4	24 6	9 8	99	John D. Sperry, Petite Rivière, N.S.
80,841	Nina.....	Halifax.....	"	1880	Owl's Head, N.S.....	34 8	13 2	5 4	13	Jos. E. Parker, Owl's Head, N.S.
94,830	Nina Blanche.....	Weymouth.....	"	1893	Belliveau's Cove, N.S...	50 0	17 2	7 0	31	J. A. Crocker, jr, Freeport, N.S.
71,335	Nina Page.....	Liverpool.....	"	1875	Barrington, N.S.....	77 0	24 0	8 1	79	G. S. McLaren, Liverpool, N.S.
.....	Nine (9).....	Montreal.....	Barge—Chd.....	1871	Pierreville, Que.....	93 5	19 2	5 5	100	N. Vigneau, Montreal, Que.
103,387	Ninety-six.....	Winnipeg.....	"	1896	Keewatin, Ont.....	52 0	13 5	6 3	26	Dominion Fish Co., Ltd., Winnipeg, Man.
103,323	Nita.....	Port Hawkesbury.....	Schr—Glt.....	1899	Port Mulgrave, N.S...	48 0	14 6	6 6	22	R. J. McDonald, Port Hastings, N.S.
107,628	Nith.....	New Westminster.....	Barge—Chd.....	1898	Vancouver, B.C.....	50 0	14 6	4 0	23	The Anglo-British Columbia Packing Co., Ltd., Vancouver, B.C.
112,090	Noble H.....	Lunenburg.....	Schr—Glt.....	1902	Mahone Bay, N.S.....	87 8	24 7	9 4	95	Abraham Ernst, Mahone Bay, N.S.
107,588	Nogey.....	Lindsay.....	Barge—Chd.....	1898	Bobcaygeon, Ont.....	69 7	19 4	5 0	68	Robert Kennedy, Lindsay, Ont.
74,330	Nokomis.....	Yarmouth.....	Schr—Glt.....	1877	Tusket Wedge, N.S....	71 7	20 4	8 3	68	N. Smith, Halifax, N.S.
103,861	Nomad.....	Halifax.....	Cutter.....	1898	Dartmouth, N.S.....	30 2	7 8	4 5	5	C. L. Newman, Halifax, N.S.
92,636	Nonpareil.....	Lunenburg.....	Schr—Glt.....	1888	Lunenburg, N.S.....	73 6	23 0	8 9	88	Jos. N. Pettipas, Bay of Islands, Nfld.
92,590	Nora.....	Gaspé.....	"	1855	Gaspé, Que.....	44 9	14 8	5 4	17	J. Quigley, Gaspé, Que.
90,687	Nora Wiggins.....	Yarmouth.....	Bktn—Bkglt.....	1887	Jordan River, N.S.....	143 0	33 0	13 1	470	Benjamin Davis, Yarmouth, N.S.



ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
71,097	Norah .....	Belleville. ....	Sloop .....	1880	Trenton, Ont. ....	52 0	15 0	5 0	30	R. C. Smith, Port Hope, Ont.	
.....	Nore.....	Montreal .....	Barge—Chd .....	1866	Sorel, Que. ....	91 9	18 9	6 1	95	E. LaRivière, Plantagenet, Ont.	
100,387	Norina. ....	Sydney .....	Schr—Glt. ....	1894	St. Ann's, N.S. ....	47 0	17 2	7 1	31	J. McLeod, St. Ann's, N.S.	
64,029	Norman B. ....	Digby .....	" .....	1870	Tiverton, N.S. ....	47 8	14 2	6 7	20	Abraham Lent, Freeport, N.S.	
103,284	Normandy .....	Chatham, N.B. ....	" .....	1893	Shippegan, N.B. ....	35 0	12 0	4 8	11	P. Rive, Caraquet, N.B.	
80,601	North America .....	Aricat. ....	" .....	1880	Yarmouth, N.S. ....	91 0	24 6	9 8	119	Felix Landry, D'Escousse, N.S.	
33,603	North Star.....	Gaspé .....	" .....	1855	Gaspé, Que. ....	51 1	15 0	6 4	27	Robt. Setter, Anticosti, Que.	
83,107	North Star. ....	Charlottetown .....	" .....	1881	Chezzecook, N.S. ....	46 8	16 5	6 8	26	James H. Judson, Alexandria, Lot 49, P. E. I.	
88,443	North Star .....	" .....	" .....	1884	Wine Harbour, N.S. ....	53 5	16 2	6 6	35	Peter Stewart, Crapaud, P. E. I.	
83,378	North West .....	Toronto .....	" .....	1882	Bronté, Ont. ....	75 5	20 0	6 0	57	Edmund Goldring and Francis Goldring, Whitby, Ont.	
66,081	Northern Bridge .....	Quebec. ....	" .....	1871	Kamouraska, Que. ....	46 5	13 9	5 2	20	Elzear Tremblay, St. Siméon, Que.	
92,771	Northern Light .....	New Westminster. ....	" .....	1887	New Westminster, B.C. ....	35 0	12 0	4 0	12	(Geo. B. Main, Ladner, B. C.	
72,583	Norway .....	Kingston. ....	" .....	{ 1873 } { 1881 }	Garden Island, Ont. ....	135 5	26 0	11 9	332	M. Mahoney, Hamilton, Ont.	
100,332	Norwood.....	Maitland .....	Ship—3 m ....	1891	Maitland, N.S. ....	235 3	42 7	24 0	1597	Alex. Roy, Maitland, N.S.	

## SESSIONAL PAPER No. 21b

71,391	Nota Bene.....	Parrsboro'	Schr—Glt	1877 Parrsboro', N.S.....	57 0	19 5	8 1	51 C. A. Lamb, Parrsboro', N.S.
92,538	Notre Dame de Bon- secours.	Montreal	Sloop	1887 Lanoraie, Que.....	108 4	24 3	8 3	152 Louis E. Bonaventure, Lanoraie, Que.
55,870	Notre Dame de la Garde.	Quebec	Schr—Glt	1866 Natashquan, Que.....	42 0	15 7	6 5	23 P. Blouin, Quebec, Que.
103,879	Notre Dame de Pierreville.	Montreal	Sloop	1897 Notre Dame de Pierre- ville, Que.	106 2	23 1	7 4	139 J. B. Desmarais, St. François du Lac, Que.
36,206	Nova Scotian.	Quebec	Schr—Glt	1859 St. Margaret's Bay, N.S.	58 9	18 4	8 0	50 John Leluan, Dalhousie, N.B.
74,365	Nova Stella.....	Arichat.	"	1877 Lockeport, N.S.....	63 0	21 2	7 5	53 L. N. Poirier, D'Esrousse, N.S.
88,342	Nova Zembla.....	Lunenburg	"	1883 Lunenburg, N.S.....	74 8	23 2	8 7	79 Enoch Mason, Mahone Bay, N.S.
107,389	No. C.....	Ottawa	Barge—Chd	1898 Cornwall, Ont.....	79 5	20 0	5 2	55 John L. Wood, Montreal, Que.
107,388	No. D.....	"	"	1897 Belleville, Ont.....	50 0	20 0	3 5	24 " "
80,678	No. 1.....	Montreal	"	1881 Sorel, Que.....	108 0	22 6	7 1	157 Narcisse Paul, Sorel, Que.
80,686	No. 1.....	"	"	1873 Pierreville, Que.....	77 0	22 0	5 5	59 M. Fréchette, Sorel, Que.
100,520	No. 1.....	Parrsboro'	Schr—Glt	1893 St. John, N.B.....	147 4	35 3	10 0	439 Cumberland Railway and Coal Co., Montreal, Que.
107,390	No. 1.....	Ottawa	Barge—Chd	1895 Ottawa, Ont.....	64 5	20 5	5 0	57 H. F. Cumming and J. B. McMillan, J. O., Cornwall, Ont.
107,615	No. 1.....	"	"	1893 Ostoboning Lake, Que...	37 0	16 0	3 2	14 H. F. McLachlin and Claude McLachlin, Amprior, Ont.
103,636	No. 1.....	"	Scow—Chd	1889 Mattawa, Ont.....	63 0	14 6	3 6	35 Canadian Pacific Railway Co., Montreal, Que.
103,637	No. 1.....	"	Barge—Chd	1894 Kippewa, Que.....	50 0	13 0	3 0	31 Peter Whelan, Ottawa, Ont.
103,845	No. 1.....	"	"	1895 Rockland, Ont.....	91 8	20 2	5 3	74 W. C. Edwards & Co., Ltd., Rockland, Ont.
80,687	No. 2.....	Montreal	"	1873 Pierreville, Que.....	92 0	22 3	6 0	80 D. Lesperance, St. Aimé, Que.
80,679	No. 2.....	"	"	1881 Sorel, Que.....	108 0	22 6	7 0	155 Sincennes McNaughton Line, Ltd., Montreal, Que.
.....	No. 2.....	"	"	1858 Montreal, Que.....	90 6	18 6	5 8	78 J. B. St. Amour, Montreal, Que.
100,521	No. 2.....	Parrsboro'	Schr—Glt	1893 Black River, N.B.....	146 2	35 3	10 0	433 Cumberland Railway & Coal Co., Montreal, Que.
103,037	No. 2.....	Ottawa	Scow—Chd	1889 Mattawa, Ont.....	63 0	14 6	3 6	35 Canadian Pacific Railway Co., Mon- treal, Que.
107,616	No. 2.....	"	Barge—Chd	1893 Ostoboning Lake, Que...	49 4	12 6	4 0	31 H. F. McLachlin and Claude McLachlin, Amprior, Ont.
103,638	No. 2.....	"	"	1895 Ostoboning, Que.....	40 5	14 0	3 0	24 Peter Whelan, Ottawa, Ont.
103,846	No. 2.....	"	"	1895 Rockland, Ont.....	91 8	20 2	5 3	74 W. C. Edwards & Co., Ltd., Rockland, Ont.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
100,523	No. 3.	Parrsboro'	Schr—Glt	1893	Gardner's Creek, N.B.	146 7	35 2	10 0	431	Cumberland Railway & Coal Co., Montreal, Que.
103,038	No. 3.	Ottawa.	Scow—Chd	1888	Mattawa, Ont.	55 0	16 0	3 4	25	Canadian Pacific Railway Co., Montreal, Que.
100,526	No. 4.	Parrsboro'	Schr—Glt	1893	St. Martin's, N.B.	146 8	35 3	10 0	439	Cumberland Railway & Coal Co., Montreal, Que.
103,039	No. 4.	Ottawa.	Scow—Chd.	1888	Mattawa, Ont.	70 0	28 0	4 0	37	Canadian Pacific Railway Co., Montreal, Que.
100,529	No. 5.	Parrsboro'	Schr—Glt	1893	Black River, N.B.	146 6	35 1	10 5	443	Cumberland Railway & Coal Co., Montreal, Que.
107,387	No. 5.	Ottawa.	Barge—Chd	1898	Hull, Que	34 0	16 0	2 6	7	Hugh Fleming, Cornwall, Ont.
	No. 24	Montreal.	"	1862	Sorel, Que.	94 5	19 0	6 9	110	Sinences McNaughton Line, Ltd., Montreal, Que.
107,383	No. 31.	Ottawa.	Scow—Chd.	1898	Hull, Que.	40 9	16 0	3 6	17	E. G. Laverdure, Ottawa, Ont.
107,384	No. 33.	"	"	1898	"	40 9	16 0	3 6	17	"
	No. 34	Montreal.	Barge—Chd	1870	Sorel, Que	91 9	18 8	6 0	91	David Gilmour, Trenton, Ont.
	No. 36.	"	"	1870	"	92 0	18 8	6 0	91	"
	No. 37.	"	"	1870	"	91 1	18 8	5 4	89	"
	No. 38	"	"	1870	"	91 1	18 8	6 0	99	Louis Gareau, Lachine, Que.
107,263	No. 1.	Calumet.	"	1898	Aylmer, Que	51 5	12 2	3 0	32	The Upper Ottawa Improvement Co., Ltd., Ottawa, Ont.



## SESSIONAL PAPER No. 21b

107,264	No. 2, Calumet.....	"	.....	1898	"	.....	51 5	12 2	3 0	32	"	"	"
107,617	No. 5, Deep River ..	"	.....	1899	"	Pembroke, Ont.....	52 3	13 2	3 0	28	"	"	"
107,618	No. 6, Deep River ..	"	.....	1899	"	"	52 3	13 2	3 0	28	"	"	"
107,261	No. 1, Quyon. . . .	"	.....	1898	"	Quyon, Que. . . .	51 5	12 2	3 0	32	"	"	"
107,262	No. 2, Quyon. . . .	"	.....	1898	"	"	51 5	12 2	3 0	32	"	"	"
59,367	Nymph .....	St. Andrews.	.....	1875	Schr—Glt	Grand Manan, N.B.....	34 0	12 5	4 8	11	Robert Spear, Eastport, Me., U.S.A.		
83,168	Nymphica. ....	Lunenburg.	.....	1872	Yawl—Yole.....	Halifax, N.S.....	32 6	9 4	3 8	6	F. D. Corbett, Halifax, N.S.		
96,770	O. L. B. . . . .	Port Hawkesbury ..	.....	1893	Schr—Glt	Cheticamp, N.S.....	37 1	11 7	5 0	12	G. Boudrot, Cheticamp, N.S.		
77,571	O. E. Owens.....	Montreal .....	.....	1877	Barge—Chd	Hull, Que.....	90 4	19 5	6 2	85	W. Owens and T. Owens, Stonefield, Que.		
94,779	O. P. Silver.....	Lunenburg .....	.....	1889	Schr—Glt	Lunenburg, N.S.....	76 6	23 6	8 6	70	Thomas Kickham, Souris, P.E.I.		
85,632	Ocean Belle.....	Victoria. ....	.....	1883	"	"	74 4	22 5	9 2	87	Victoria Sealing Co., Ltd., Victoria, B.C.		
54,139	Ocean Belle.....	Halifax.....	.....	1866	"	Chezetcook, N.S.....	41 8	14 7	6 1	20	E. McCallum, Bryon Island, M.I., Que.		
75,427	Ocean Bird.....	Annapolis.....	.....	1878	"	Granville, N.S.....	60 3	19 1	7 0	44	Norman Ray, Margaretsville, N.S.		
37,573	Ocean Bride.....	Gaspé .....	.....	1855	"	LaHave, N.S.....	38 9	14 3	5 9	21	John Gleason, Natashquan, Que.		
36,141	Ocean Bride.....	Charlottetown.....	.....	1858	"	Sable River, N.S.....	60 2	17 7	7 3	41	P. Smith, Buctouche, N.B.		
64,018	Ocean Bride .....	Halifax.....	.....	1872	"	Little River, N.S.....	47 4	16 4	6 3	23	Thos. Pettipas, Liscomb, N.S.		
83,398	Ocean Child.....	"	.....	1879	"	Chezetcook, N.S.....	41 8	15 0	5 5	19	Jas. W. Meisner, Chezetcook, N.S.		
75,602	Ocean Lily .....	Digby.....	.....	1877	"	Clare, N.S.....	29 4	15 4	5 6	17	Albert Morrell, <i>et al.</i> , Westport, N.S.		
80,883	Ocean Queen.....	St. Andrews.....	.....	1860	Sloop .....	Boston, Mass., U.S.A....	48 8	16 0	6 1	21	Wm. Benson, Grand Manan, N.B.		
103,485	Ocean Rover.....	Victoria.....	.....	1896	Schr—Glt	Cordova Bay, B.C. . . .	67 7	19 9	9 2	55	Harry Bishop, Victoria, B.C.		
80,973	Ocean Wave.....	Sydney.....	.....	1877	"	Little Bras d'Or, N.S....	44 1	14 5	6 1	20	Samuel Moore, Little Bras d'Or, N.S.		
103,568	Octavie.....	Montreal .....	.....	1896	Barge—Chd	Notre Dame de Pierrre-ville, Que.	108 0	22 8	8 8	108	Victor Gladu, St. Francois du Lac, Que.		
88,377	Octopus .....	Victoria.....	.....	1885	Sloop.....	Victoria, B.C.....	27 0	9 0	3 0	3	M. Watt, Connox, B.C.		

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						Ft. 10ths	Ft. 10ths	Ft. 10ths		
69,692	Odd Fellow.....	Annapolis.....	Schr—Glt.....	1876	Granville, N.S.....	54 9	17 7	7 1	34	Wentworth, E. Roscoe, Kentville, N.S.
78,004	Ogema.....	Winnipeg.....	Barge—Chd.....	1885	Selkirk, Man.....	83 6	15 9	5 4	44	Wm. Robinson, Winnipeg, Man.
80,100	Ohio.....	St. John, N.B.....	Bgtn—Bkglt.....	1882	Portland, N.B.....	127 6	29 4	13 0	325	T. E. Morrison, Cambridge, N.B.
80,663	Oka.....	Montreal.....	Barge—Chd.....	1881	Sorel, Que.....	98 0	22 6	8 9	141	O. Gatineau, Contrecoeur, Que.
112,093	Ola M. Balcom.....	Lunenburg.....	Schr—Glt.....	1902	Lunenburg, N.S.....	93 8	24 6	9 8	99	Sprott Balcom, Victoria, B.C.
94,837	Olga.....	St. Andrews.....	".....	1889	West Isles, N.B.....	31 2	11 5	5 5	11	Lincoln Richardson, West Isles, N.B.
103,029	Olga.....	Parrsboro'.....	".....	1896	Port Greville, N.S.....	85 4	25 0	6 0	79	Wm. Relf, Port Greville, N.S.
107,275	Olinda.....	Liverpool.....	".....	1899	Liverpool, N.S.....	110 0	28 5	10 6	199	Charles Wedde, <i>et al.</i> , Antigonish, N.S.
107,358	Olive A.....	Sydney.....	".....	1899	Scatarie, N.S.....	42 0	14 2	7 0	19	Robert Spencer, Port Morien, N.S.
75,570	Olive Branch.....	Lunenburg.....	".....	1877	Aspotogan, N.S.....	37 0	13 2	5 8	14	J. E. Shatford, St. Margaret's Bay, N.S.
74,387	Olive Branch.....	Toronto.....	".....	1875	Port Credit, Ont.....	51 0	14 0	4 5	16	Mrs. Charlotte Reid, Township of Toronto, Ont.
61,630	Olive J.....	Halifax.....	".....	1881	Coddle's Harbour, N.S.....	62 3	20 3	8 4	57	James Malcolm, Port Malcolm, N.S.
112,378	Olive S.....	Arichat.....	".....	1902	Arichat, N.S.....	34 0	12 4	6 0	17	Milton Sangster, New Harbour, N.S.
92,354	Oliver Mowat.....	Kingston.....	".....	1873	Millhaven, Ont.....	131 2	25 9	10 6	244	Elias Rogers, Toronto, Ont.

## SESSIONAL PAPER No. 21b

85,999	Olivia	Digby	"	1882	Cambridge, N.B.	79 0	26 8	8 1	93	Elias Rawding, <i>et al.</i> , Clementsport, N.S.
85,428	Olivia Abbey	St. Catharines	ScoW—Chd.	1884	Port Robinson, Ont.	100 0	23 0	5 0	88	John Bradley, Merriton, Ont.
112,342	Olympia	Liverpool	Schr—Glt	1902	Liverpool, N.S.	96 6	27 1	8 8	122	D. C. Mulhall, Liverpool, N.S.
111,729	Olympia	Lunenburg	"	1902	Lunenburg, N.S.	92 8	24 8	9 8	99	John Westhaver, Lunenburg, N.S.
74,308	Olympia	Toronto	"	1879	Bronté, Ont.	57 0	15 5	3 6	23	Joseph Featherston, M.O., Port Credit, Ont.
97,061	Omega	Charlottetown	"	1891	Murray Harbour, P.E.I.	72 3	22 3	8 4	82	Neil Sutherland, St. Peter's, N.S.
100,743	Omega	Windsor, N.S.	"	1896	Cheverie, N.S.	112 0	30 1	10 4	199	R. Pratt, Cheverie, N.S.
107,196	Omega	Winnipeg	Barge—Chd	1897	Rat Portage, Ont.	40 0	10 2	3 9	10	C. E. Neads, Rat Portage, Ont.
94,825	On Time	Weymouth	Schr—Glt	1891	Church Point, N.S.	41 3	16 3	6 0	19	Henry Glaven, Westport, N.S.
80,913	Onandaga	Prescott	Barge—Chd	1870	Garden Island, Ont.	135 0	26 5	12 0	320	R. McCarthy, Prescott, Ont.
103,381	One	Winnipeg	"	1895	Rat Portage, Ont.	56 5	14 3	6 3	17	Rainy River Nav. Co., Ltd., Rat Portage, Ont.
.....	One (1).	Montreal	"	1857	Sorel, Que.	125 2	26 5	8 5	71	Harbour Commissioners, Montreal, Que.
.....	One (1) Pierreville.	"	"	1870	Pierreville, Que.	94 7	18 8	6 1	106	P. Laplante, Lachine, Que.
61,916	Only Son.	Liverpool	Schr—Glt	1871	East Port Medway, N.S.	39 0	14 5	6 0	16	William Miller, <i>et al.</i> , Lunenburg, N.S.
94,732	Only Son.	Windsor, N.S.	"	1889	Isle Haute, N.S.	33 6	12 4	5 0	13	J. Gordon, Margaretsville, N.S.
100,002	Onora	Annapolis	"	1890	Bridgetown, N.S.	96 7	26 3	9 3	137	Chas. B. Whidden, Antigonish, N.S.
77,775	Ontario.	Goderich	"	1867	Goderich, Ont.	105 0	23 0	9 5	150	Francis Grauville, Southampton, Ont.
70,201	Ontario.	Montreal	Barge—Chd	1874	Lancaster, Ont.	126 0	27 0	9 8	228	P. Laplante, Lachine, Que.
72,190	Ontario.	Windsor, N.S.	Blk—Bq	1876	Hantsport, N.S.	160 7	35 3	20 1	825	D. Munroe, M.O., Windsor, N.S.
.....	Ontario.	Kingston	Schr—Glt	1868	Dog Lake, Ont.	56 6	17 5	4 7	56	J. Swift, Kingston, Ont.
.....	Ontario.	"	Barge—Chd	1897	Bedford Mills, Ont.	103 2	22 6	5 8	122	The Canadian Construction Co., Ltd., Montreal, Que.
94,786	Ontario.	Lunenburg	Schr—Glt	1889	Lunenburg, N.S.	76 0	23 6	8 5	89	Henry McPatrick, Bay St. George, Nfld.
88,344	Onward	"	"	1884	"	72 6	23 0	8 4	87	James McKinnon, Gabarouse N.S.
71,397	Onward	Parrsboro'	"	1878	Parrsboro', N.S.	40 4	14 9	5 9	16	Wm. Hill, Walton, N.S.
94,993	Onward	Charlottetown	"	1889	Grand Tracadie, P.E.I.	40 3	14 5	5 5	15	Albert A. Hurst, Canso, N.S.



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						Dimensions.			Depth. Profondeur.		
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
103,258	Onward .....	St. John, N.B.	Schr—Glt .....	1895	Waterborough, N.B.	77 5	27 0	7 0	92	B. R. Colwell, Cambridge, N.B.	
75,716	Onward .....	Yarmouth .....	" .....	1877	Richmond, N.S.	36 8	13 8	4 9	11	W. Cheney, Grand Manan, N.B.	
97,021	Onward .....	" .....	" .....	1884	Smith's Cove, N.S.	37 0	11 7	4 0	10	James M. Davis, Yarmouth, N.S.	
85,553	Onyx .....	" .....	" .....	1884	Tusket, N.S.	93 0	24 0	9 8	99	James McKinnon, Gabarouse, N.S.	
46,909	Opal .....	Port Hawkesbury ..	" .....	1865	Isaac's Harbour, N.S.	63 0	19 9	7 9	49	John A. Ashe, Pugwash, N.S.	
111,690	Ophelia .....	Shelburne .....	" .....	1902	Shelburne, N.S.	103 0	24 8	9 0	136	Andrew King, Halifax, N.S.	
111,673	Ophir .....	Parrsboro' .....	" .....	1901	Spencer's Island, N.S.	123 9	29 8	11 5	249	James E. Pétis, Port Grenville, N.S.	
111,704	Ophir .....	Lunenburg .....	" .....	1901	Petite Rivière, N.S.	91 4	24 6	9 2	99	Edwin Eikle, Petite Rivière, N.S.	
...	Ora .....	Montreal .....	Barge—Chd .....	1860	Montreal, Que .....	95 0	19 0	6 0	95	Antoine Bertrand, Vaudeuil, Que.	
100,245	Oracle .....	Halifax .....	Schr—Glt .....	1894	Sambro, N.S.	41 2	13 8	5 9	18	Daniel Wolfe, La Have, N.S.	
103,728	Orcas .....	Parrsboro' .....	" .....	1897	Port Greville, N.S.	66 3	21 2	6 0	53	John George, Parrsboro', N.S.	
85,542	Oressa .....	Halifax .....	" .....	1883	Port Saxon, N.S.	40 0	13 4	5 5	14	J. F. Proctor, Port Malcolm, N.S.	
103,194	Oressa .....	Liverpool .....	" .....	1894	Port Mouton, N.S.	32 0	12 1	5 3	10	J. P. Smith, <i>et al.</i> , East Port Medway, N.S.	
85,303	Orient .....	Montreal .....	Barge—Chd .....	1883	Montreal, Que .....	104 6	22 4	7 1	150	Dickson Anderson, Montreal, Que.	

## SESSIONAL PAPER No. 21b

103,176	Orient.....	Shelburne	Schr—Glt	1890	Vogler's Cove, N.S.....	30	8	11	1	5	2	10 Jas. A. Ringer, Little Harbour, N.S.
57,473	Orilla.....	Annapolis	"	1870	Clements, N.S.	45	0	15	5	5	3	23 Henry R. Weaver, Digby, N.S.
83,422	Orinoco.....	Digby..	"	1882	Gilbert Cove, N.S.....	75	6	23	0	9	4	99 Alfred Morrell, Digby, N.S.
96,977	Oriole..	Halifax.	"	1892	Lockport, N.S.	56	0	19	6	7	6	43 P. McConnell, Port Hilford, N.S.
88,427	Oriole.....	St. John, N.B.....	"	1884	St. John, N.B.....	89	0	26	7	7	9	124 S. B. Kelly, River Hebert, N.S.
92,435	Oriole.....	Toronto	Yacht.....	1880	Toronto, Ont.	85	7	20	4	8	5	50 George Gooderham, Toronto, Ont.
103,004	Oriole.....	Chatham, N.B.....	Schr—Glt	1890	Shippegan, N.B.....	34	0	12	2	4	4	11 T. Ahier, Shippegan, N.B.
80,970	Orion.....	Halifax.....	"	1881	Gabarouse, N.S.....	43	6	15	2	5	8	24 Edward B. Pelrine, Larry River, N.S.
112,311	Oronhyateka.....	St. Andrews.....	"	1902	Back Bay, N.B.....	38	2	15	0	6	2	21 Miss Blanche McGee, Back Bay, N.B.
83,280	Oseberga.....	Maitland..	Bk—Bq	1884	Maitland, N.S.....	195	0	37	6	22	5	1116 Adams McDougall, Truro, N.S.
90,439	Oscar F.....	Barrington..	Schr—Glt	1892	Bear Point, N.S.....	43	5	13	5	5	7	18 Clarence H. McKay, Roseway, N.S.
97,156	Oscar and Hattie.....	Victoria.....	"	1884	Essex, Mass., U.S.A.....	79	2	22	3	8	6	81 Victoria Sealing Co., Ltd., Victoria, B.C.
92,550	Oscar.....	Montreal.....	Barge—Chd	1888	Valleyfield, Que.....	96	4	18	8	8	6	122 Hiram Easton, Merrickville, Ont.
88,249	Osirus.....	Deseronto	"	1892	Deseronto, Ont.....	109	5	26	5	6	1	106 P. Iarkin, St. Catharines, Ont., and A. Sangster, Iroquois, Ont.
112,285	Ospray.....	Digby	Schr—Glt	1902	Port Maitland, N.S.....	32	6	10	6	6	0	16 W. H. Adams, Fort Maitland, N.S.
103,349	Osprey.....	Montreal	Yacht.....	1888	Toronto, Ont.....	22	4	7	6	1	8	2 C. L. Shorey, Montreal, Que.
103,005	Osprey.....	Chatham, N.B.....	Schr—Glt	1889	Shippegan, N.B.....	33	0	12	6	4	4	10 T. Ahier, Shippegan, N.B.
103,268	Otis Miller.....	St. John, N.B.....	"	1896	Waterborough, N.B.....	79	9	27	1	7	6	98 M. C. Miller, Waterborough, N.B.
107,820	Otonabee.....	Peterborough..	Barge—Chd	1900	Peterborough, Ont.....	69	0	17	0	4	4	47 R. B. Rogers, Peterborough, Ont.
73,945	Otonabee.....	Ottawa.....	"	1872	Fort Ann, New York, U.S.A.	87	5	14	8	6	8	80 Thos. Moffat, Perth, Ont.
107,736	Ottawa.....	Kingston	Dredge—Drague	1889	Cornwall, Ont.....	76	5	26	2	6	6	130 W. H. Davis, Ottawa, Ont.
80,585	Otter.....	Toronto	Scow—Chd.	1879	Gravenhurst, Ont.....	72	0	18	6	5	0	51 J. G. Ross, Quebec, Que.
103,375	Otter.....	Winnipeg.....	Schr—Glt	1891	Fort Alexander, Man.....	36	4	11	5	3	3	10 Robert Henderson, Fort Alexander, Man.
94,954	Otto.....	Victoria.....	"	1889	Mahone Bay, N.S.....	71	3	23	5	9	2	86 Victoria Sealing Co., Ltd., Victoria, B.C.
85,652	Our Hope.....	Charlottetown.....	"	1883	Chezzetcook, N.S.....	49	8	18	5	7	2	36 Wm. D. Coffin, St. Peter's Bay, P.E.I.

## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
88,318	Our Mand.	Quebec.	Schr—Glt	1885	Little Métis, Que.	61 6	17 0	6 0	30	Horace Duchaine, St. Irénée, Que.
	Ouse.	Montreal.	Barge—Chd	1869	Sorel, Que	91 3	18 9	5 1	91	T. Owens, Stonefield, Que.
94,641	Ovando.	Lunenburg	Schr—Glt	1888	New Dublin, N.S.	73 9	23 5	9 0	88	Wm. Maurice, Bay St. George, Nfld.
107,360	Ovando.	Sydney	"	1893	Smith Head, N.S.	35 0	13 2	4 9	11	Patrick Campbell, Main-à-Dieu, N.S.
72,560	Ox.	Kingston.	Barge—Chd	1873	Kingston, Ont.	104 0	22 9	6 7	130	Alex. Gunn, Kingston, Ont.
107,633	P. Co. No. 1.	New Westminster.	Barge—Chd	1898	New Westminster, B.C.	60 0	14 0	3 0	23	Jas. D. Burn, M.O., New Westminster, B.C.
107,634	P. Co. No. 2.	"	"	1898	"	60 0	14 0	3 0	23	"
111,815	P. No. 3.	Vancouver.	Scow—Chd	1899	Vancouver, B.C.	48 0	18 0	4 0	29	Robt. D. Paterson, Vancouver, B.C.
38,421	P. L. G.	Charlottetown	Schr—Glt	1851	Little River, Richmond Co., P.E.I.	66 0	20 9	9 2	67	J. A. Down, Charlottetown, P.E.I.
100,904	P. T. S.	Chatham, N.B.	"	1892	Caraquet, N.B.	34 0	12 3	4 6	11	Jos. N. LeBouthillier, Caraquet, N.B.
111,573	P. B. Locke	Toronto	"	1888	Toledo, Ohio, U.S.A.	134 3	26 0	11 4	305	Michael J. Hancey, Toronto, Ont.
61,979	P. C. Hill.	Halifax.	"	1870	Jeddore, N.S.	45 0	15 6	6 2	26	Philip Young, Petpeswick, N.S.



## SESSIONAL PAPER No. 21b

88,580 P. Bennet .....	Kingston .....	" .....	1869 Port Rowan, Ont. ....	89 0	21 6	7 0	83 Collin's Bay Rafting & Forwarding Co., Kingston, Ont.
88,298 P. Cormier .....	Quebec .....	Barge—Chd .....	1884 St. Michel d'Yamaska, Que. ....	105 3	22 3	8 0	142 Mrs. Jeanne C. Cornier, Sorel, Que.
66,060 P. Fortin .....	" .....	Schr—Glt .....	1872 Ste. Anne de Monts, Que. ....	70 0	20 5	9 7	79 Chas. Gagnon, St. Simeon, Que.
80,670 P. Girard .....	Ottawa .....	Barge—Chd .....	1881 Monte Bello, Que. ....	106 8	22 5	6 7	142 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
111,886 P. Whelan .....	" .....	Barge—Chd .....	1902 Hull, Que. ....	108 5	23 6	8 0	146 " " "
100,808 Pachwellis .....	Victoria .....	Schr—Glt .....	1894 James Island, B.C. ....	50 0	16 0	4 8	19 Jimmie Nyetan (Indian), Nitinat, B.C.
..... Pacific .....	Montreal .....	Barge—Chd .....	1873 Yamaska, Que. ....	104 8	22 8	9 2	171 Louis Delisle, Valleyfield, Que.
111,639 Pacific .....	Lunenburg .....	Schr—Glt .....	1901 Shelburne, N.S. ....	86 0	24 0	9 2	99 Norman Smith, La Have, N.S.
100,515 Packet .....	Parrsboro' .....	" .....	1892 Spencer's Island, N.S. ....	66 1	21 1	7 3	49 J. H. Longmire, Bridgetown, N.S.
107,930 Pactolus .....	New Westminster .....	Barge—Chd .....	1900 Yale, B.C. ....	80 0	42 0	7 0	670 Yale Dredging Co., Ltd., Glasgow, Scotland.
80,889 Paixham .....	St. Andrews .....	Schr—Glt .....	Isle Haute, Me., U.S.A. ....	31 0	10 0	4 8	9 T. H. Smith, West Isles, N.B.
94,890 Palais Flottant .....	Montreal .....	Barge—Chd .....	1886 Sorel, Que. ....	47 2	15 6	2 2	26 Wm. Paul, Sorel, Que.
111,642 Palatia .....	Lunenburg .....	Schr—Glt .....	1901 Lunenburg, N.S. ....	89 6	24 0	9 7	95 Charles L. Silver, Lunenburg, N.S.
111,716 Palma .....	" .....	" .....	1901 " .....	123 5	29 1	11 0	250 J. H. Shankle, La Have, N.S.
100,297 Palma .....	Chatham, N.B. ....	" .....	1892 Shippegan, N.B. ....	36 9	13 3	4 6	14 Thos. Ahier, Shippegan, N.B.
111,725 Palmetto .....	Lunenburg .....	" .....	1902 La Have, N.S. ....	89 0	24 6	9 5	98 Charles Smith, Lunenburg, N.S.
92,724 Paloma .....	Toronto .....	Barge—Chd .....	1885 Bobcaygeon, Ont. ....	99 0	22 7	5 6	122 Trent Valley Navigation Co., Ltd., Bobcaygeon, Ont.
100,836 Panama .....	Lunenburg .....	Schr—Glt .....	1894 Lunenburg, N.S. ....	85 1	24 3	9 2	95 Wm. Smith, Dartmouth, N.S.
100,246 Panchita .....	Halifax .....	" .....	1866 San Fclin, Spain .....	97 5	25 6	13 9	252 The Dominion Coal Co., Ltd., Glace Bay, N.S.
100,078 Pandora .....	St. John, N.B. ....	" .....	1891 Greenwiche, N.B. ....	83 6	27 0	7 3	98 H. A. Holder, St. John, N.B.
100,486 Pandora .....	Lunenburg .....	" .....	1892 Lunenburg, N.S. ....	66 5	20 8	8 1	53 Abram Cook, Lunenburg, N.S.
72,316 Pansy .....	St. John, N.B. ....	Wdgt—B&b .....	1877 } Canning, N.B. ....	73 8	26 3	6 8	76 Asa F. Akerley, Greenwich, N.B.
100,241 Pansy .....	Halifax .....	Schr—Glt .....	1894 Mahone Bay, N.S. ....	47 6	16 8	6 8	32 Henry Rumbolt, New Jerolle, Nfld.
41,922 Paragon .....	Liverpool .....	" .....	1853 Port Medway, N.S. ....	56 5	17 2	6 9	35 Wm. Gosbee, Canso, N.S.
100,996 Parisian .....	Chatham, N.B. ....	" .....	1889 Shippegan, N.B. ....	34 0	12 6	4 4	10 Jos. W. Boudreau, M.O. Elm Tree, N.B.

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						Dimensions.				
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
107,403	Parisien	Montreal	Sloop	1898	St. Thomas de Pierreville, Que.	85 6	19 9	5 0	65	Mrs. E. Daneau, Pierreville, Que.
90,615	Parlee	Moncton	Schr—Glt	1855	Bucksport, Me., U.S.A.	96 9	25 2	8 5	124	John Cullinan, M.O., St. John, N.B.
85,337	Parthenia	Port Medway	"	1882	Lunenburg, N.S.	79 8	24 0	9 6	99	D.G. Cameron, Montague Bridge, P.E.I.
74,386	Parthenon	Toronto	"	1877	Oakville, Ont.	62 0	18 5	6 5	56	Robt. McDonald, M.O., Hallowell, Ont.
90,877	Partridge	Yarmouth	"	1887	Sluice Point, N.S.	64 5	19 6	7 5	47	Joseph Goicaultbea, Arichat, N.S.
	Passport	Montreal	Barge—Chd	1864	St. Bonaventure, Que.	86 4	22 6	5 7	74	F. Labelle, Sorel, Que.
107,533	Pastime	St. John, N.B.	Sloop	1897	St. John, N.B.	24 3	8 6	2 7	3	E. D. N. Sears, St. John, N.B.
100,776	Patrick	Chatham, N.B.	Schr—Glt	1890	Caraquet, N.B.	36 0	12 2	5 0	11	P. Rive, Caraquet, N.B.
94,887	Patriot	Port Hawkesbury	"	1890	Advocate, N.S.	84 5	26 1	7 8	107	Jos. O. Hardy, Gabarouse, N.S.
100,187	Patriot	Montreal	Sloop	1891	Pierreville, Que.	93 4	22 2	5 5	90	E. Yergeau, St. Thomas, Que.
	Paul	"	Barge—Chd	1873	Yamaska, Que.	102 8	21 5	6 6	97	J. B. St. Jean, Sorel, Que.
111,614	Paulette	Quebec	Schr—Glt	1901	Bergeronnes, Que.	52 8	15 9	6 0	27	Ernest Boulianne, Bergeronnes, Que.
107,317	Pearl	Halifax	"	1899	Wine Harbour, N.S.	48 8	15 5	6 7	30	John Cooper, Wine Harbour, N.S.
100,231	Pearl	"	"	1893	Mahone Bay, N.S.	43 5	13 2	5 4	17	John J. Boudrot, Petite de Grat, N.S.

## SESSIONAL PAPER No. 21b

80,028 Pearl	St. John, N.B.	"	1889 Holderville, N.B.	67 0	21 6	5 9	47 Plymouth R. Stewart, Alma, N.B.
96,755 Pearl	"	"	1889 Rexton, N.B.	62 6	22 6	6 1	55 Henry G. McDougall, St. George, N.B.
100,723 Pearl	Montreal	Sloop	1887 Bristol, Que	15 6	7 6	2 0	1 Wm. G. Ross, Montreal, Que.
111,414 Pearl Eveline	Lunenburg	Schr—Glt	1900 Shelburne, N.S.	100 0	25 0	9 7	99 Freeman Himmelman, La Have, N.S.
88,215 Peep O'Day	Halifax	"	1878 Dover, N.S.	39 8	12 5	6 0	12 A. Publicover, Dover, N.S.
111,712 Peerless	Lunenburg	"	1901 Lunenburg, N.S.	90 6	24 8	9 5	95 A. H. Zwicker, Lunenburg, N.S.
85,371 Peerless	Yarmouth	Bktn—Bkgt.	1882 Londonderry, N.S.	123 2	30 7	11 9	278 Benjamin Davis, Yarmouth, N.S.
103,778 Pelican	Chatham, N.B.	Schr—Glt	1897 Shippegan, N.B.	36 7	12 3	5 2	13 Wm. Fruing & Co., Ltd., Jersey.
103,994 Pelican	St. Andrews	Sloop	1896 Meteghan, N.S.	40 6	14 5	7 0	21 Jas. A. Calder, Campo Bello, N.B.
103,044 Pendleton	Ottawa	Barge—Chd	1892 Casselman, Ont.	51 5	14 5	4 3	36 La Banque Ville Marie, Montreal, Que.
73,783 Penelope	Victoria	Schr—Glt	1882 Yokohama, Japan	76 5	21 6	8 7	70 Victoria Sealing Co., Ltd., Victoria, B.C.
103,747 Perfect	Lunenburg	"	1896 La Have, N.S.	64 3	20 8	7 8	54 J. Schmeisser, La Have, N.S.
92,518 Peril	St. Andrews	"	1888 Pennfield, N.B.	37 0	12 9	5 3	18 Martin Eldridge, Pennfield, N.B.
61,410 Perseverance	Chatham, N.B.	"	1871 Shippegan, N.B.	39 1	12 9	5 1	14 Malcolm McPhail, Wellington, N.E.
85,451 Perseverance	Quebec	"	1877 Ste. Croix, Que.	65 8	20 6	5 8	48 Albert Gosselin, St. Antoine, Co. Lotbinière, Que.
103,122 Perseverance	St. Andrews	"	1895 St. Patrick, N.B.	48 6	16 9	4 8	21 Angus Holt, St. Patrick, N.B.
92,485 Persia	Windsor, N.S.	Bktn—Bkgt.	1886 Hantsport, N.S.	155 7	35 9	17 0	578 W. H. Baxter, Canning, N.S.
107,799 Pert	St. John, N.B.	Sloop	1897 St. John, N.B.	25 2	8 0	3 1	4 F. W. McNichol, St. John, N.B.
92,386 Peruvian	Kingston	"	1888 Seely's Bay, Ont.	97 0	18 0	4 5	54 J. Shappie, Belleville, Ont.
75,892 Peter Mitchell	Port Hawkesbury	Schr—Glt	1878 Escuminac, N.B.	50 6	17 3	6 9	26 Angus McDonald, Harbour au Bonche, N.S.
37,497 Petit Rivere	Liverpool	"	1857 Petite Riviere, N.S.	59 8	18 5	7 5	40 N. Swain, Barrington, N.S.
59,327 Petrel	St. Andrews	"	Tremont, Me., U.S.A.	34 0	10 8	5 6	13 J. Wm. Holland, Lepraux, N.B.
100,213 Petrel	Halifax	"	1891 Darimouth, N.S.	72 4	17 9	10 5	50 John Hayes, Halifax, N.S.
103,764 Petrel	Chatham, N.B.	"	1896 Shippegan, N.B.	36 0	12 0	4 8	12 T. Ahier, Shippegan, N.B.
92,588 Petrol	Gaspé	"	1894 Grand River, Que.	36 6	12 0	5 2	13 J. W. Leblanc, Grand River, Que.



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						Dimensions.					
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
61,399	Phantom.	Chatham, N.B.	Schr—Glt.	1871	Miramichi, N.B.	47 6	14 2	5 7	17	John Read, Tidnish, N.S.	
100,510	Phantom No. 2.	Victoria	Scow—Chd.	1891	Victoria, B.C.	70 0	26 0	6 0	77	J. A. Sayward, Victoria, B.C.	
94,703	Phebe & Emma Small.	Sydney	Schr—Glt.	1869	U.S.A.	74 7	21 3	7 8	70	John McKenzie, Baddeck, N.S.	
100,870	Philip Kearney.	Quebec.	Barge—Chd.	1881	Northumberland, N. Y., U.S.A.	94 8	18 4	8 2	119	Wm. Price, Quebec, Que.	
71,645	Philippe.	Montreal.	Sloop	1873	Yamaska, Que.	96 6	22 3	6 3	99	A. Turcotte, St. Edouard, Que.	
103,248	Philippe.	"	Barge—Chd.	1894	Sorel, Que	106 6	21 7	8 2	131	Sincennes McNaughton Line, Ltd, Mon- treal, Que.	
80,645	Philippe	Ottawa.	"	1881	"	108 0	22 6	7 2	154	M. Beaton, Cumberland, Ont.	
80,575	Philomen.	Windsor, Ont.	Scow—Chd.	1882	Belle River, Ont.	69 0	17 2	3 6	38	H. Perrault, Detroit, Mich., U.S.A.	
55,931	Philomène.	Quebec.	"	1863	Grondines, Que.	84 0	24 0	7 5	101	Gernain Fougère, Champlain, Que.	
69,580	Philomène.	"	Schr—Glt.	1873	Baie St. Paul, Que.	51 0	15 0	7 1	28	H. Castonguay, L'Assomption de Mac- nider, Que.	
72,067	Philomène D.	Arichat.	"	1881	River Bourgeoise, N.S.	46 4	16 6	6 1	22	John Pellam, Javins Harbour, N.S.	
111,924	Phin & Co. Scow No. 1.	Toronto.	Scow—Chd.	1894	Detroit, Mich., U.S.A.	77 5	20 0	6 2	81	Wm. E. Phin, Toronto, Ont.	
111,925	Phin & Co. Scow No. 2.	"	"	1894	"	77 0	20 0	6 2	90	" " "	
111,926	Phin & Co. Scow No. 9.	"	"	1894	Buffalo, N.Y.,	80 0	18 0	9 0	115	" " "	

## SESSIONAL PAPER No. 216

75,445	Phenix.....	Gaspé.....	Schr—Glt.....	1880 Esquimaux Point, Que..	45 5	17 1	6 9	28 Placide Vigneau, Esquimaux Point, Que.
85,620	Phenix.....	Parrsboro'.....	".....	1883 Parrsboro', N.S.....	144 3	34 0	12 9	387 George W. Newcomb, Parrsboro', N.S.
78,049	Pholine.....	Chatham, N.B.....	".....	1880 Buctouche, N.B.....	49 0	15 2	6 5	26 Wm. Marsham, Buctouche, N.B.
107,320	Picua.....	Halifax.....	Sloop.....	1890 East Boston, Mass., U.S.A.	34 8	11 0	5 2	9 Walter G. Jones, Halifax, N.S.
74,201	Pierreville.....	Montreal.....	".....	1874 Pierreville, Que.....	103 0	22 7	7 5	12 A. Charland, St. Thomas de Pierreville, Que.
103,633	Pike.....	Ottawa.....	Barge—Chd.....	1895 Kippewa, Que.....	53 8	13 2	4 2	17 Alex. Lumsden, Ottawa, Ont.
111,417	Pilgrim.....	Lunenburg.....	Schr—Glt.....	1900 La Have, N.S.....	96 0	24 2	9 7	99 Thos. A. Wilson, Bridgewater, N.S.
92,484	Pilot.....	Windsor, N.S.....	Sloop.....	1878 Cornwallis, N.S.....	41 0	12 0	4 9	14 Samuel Bigelow, Canning, N.S.
72,593	Pilot.....	Kingston.....	Schr—Glt.....	1866 Wilson, N.Y., U.S.A.....	63 0	15 5	5 8	34 James Mahoney, Kingston, Ont.
100,477	Pilot.....	Lunenburg.....	".....	1892 LaHave, N.S.....	52 9	18 6	7 3	42 Edward Malcolm, Port Malcolm, N.S.
72,674	Pilot.....	Victoria.....	Sloop.....	1876 Portland, Ore., U.S.A.....	122 0	24 0	11 0	120 James C. Prevost and F. Adams, J.O., Victoria, B.C.
92,595	Pioneer.....	Sydney.....	Schr—Glt.....	1887 Little Bras d'Or, N.S.....	36 0	11 6	5 2	9 Fred. Richard, Little Bras d'Or, N.S.
100,144	Piper.....	Winnipeg.....	Barge—Chd.....	1892 Fort Frances, Ont.....	51 0	8 5	4 0	17 Edward W. Brydges, Rat Portage, Ont.
35,687	Planet.....	Liverpool.....	Schr—Glt.....	1848 Port Medway, N.S.....	47 4	15 7	7 1	29 H. B. Mitchell, Chester, N.S.
77,622	Pleasantville..	Lunenburg.....	".....	1879 Pleasantville, N.S.....	86 0	23 8	9 4	98 W. H. Brookfield, Halifax, N.S.
66,710	Pleides.....	Charlottetown.....	".....	1874 Pubnico, N.S.....	54 1	18 4	6 6	38 Robert McInnis, Wallace, N.S.
85,641	Pleroma.....	Lunenburg.....	".....	1883 Mahone Bay, N.S.....	81 5	24 4	9 3	95 H. M. Wylde, Halifax, N.S.
61,395	Plover.....	Chatham, N.B.....	".....	1872 Shippegan, N.B.....	53 8	15 5	6 4	30 Philip Luce, Jersey.
80,801	Plymouth.....	Windsor, N.S.....	Bk—Bq.....	1879 Hantsport, N.S.....	198 0	40 0	23 3	1312 The Ship Plymouth Co., Ltd., Hantsport, N.S.
88,437	Polar Star.....	Halifax.....	Schr—Glt.....	1884 Sherbrooke, N.S.....	49 5	17 1	7 2	29 Jas. McConnell, Port Hildford, N.S.
66,747	Polar Star.....	Port Hawkesbury.....	".....	1875 Brooklyn, N.S.....	73 6	22 2	8 2	76 W. S. Malley, Richibucto, N.B.
107,315	Pollywog.....	Halifax.....	Sloop.....	1899 Dartmouth, N.S.....	23 7	6 5	3 4	2 Frederick H. Waghorn, Halifax, N.S.
107,732	Pontiac.....	Kingston.....	Dredge—Dragne.....	1890 Morrisburg, Ont.....	82 7	26 0	6 8	135 W. J. Poupore, Ottawa, Ont.
64,971	Pontiac.....	Quebec.....	Barge—Chd.....	1871 Quebec, Que.....	105 0	22 6	7 0	129 J. B. Blanchard, Montreal, Que.
103,437	Pontiac.....	Ottawa.....	".....	1889 Buckingham, Que.....	54 0	18 7	4 4	33 W. J. Poupore, Ottawa, Ont.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 100ths	Ft. 100ths	Ft. 100ths		
83,473	Porpoise .....	St. Andrews .....	Schr—Glt .....	1860	Inbec, Me., U.S.A. ....	52 7	17 8	6 0	32	Edmond Holt, St. Patrick, N.B.
	Portland .....	Kingston .....	Barge—Chd .....	1863	Bedford Mills, Ont. ....	108 0	20 0	7 5	183	J. B. Cantin, Montreal, Que.
83,289	Portsmouth .....	" .....	" .....	1872 1882	Kingston, Ont. .... Ottawa, " .....	108 0	22 8	7 0	126	S. T. Easton, Ottawa, Ont.
103,195	Potanoc .....	Liverpool .....	Schr—Glt .....	1894	Liverpool, N.S. ....	110 6	27 8	14 8	231	W. Mitchell, <i>et al.</i> , Halifax, N.S.
71,035	Precursor .....	Charlottetown .....	" .....	1876	Tusket, N.S. ....	62 0	20 0	7 0	46	C. J. Stright, Crapaud, P.E.I.
100,738	Preference .....	Windsor, N.S. ....	" .....	1893	Canning, N.S. ....	126 0	30 0	10 7	243	G. L. Purdy, St. John, N.B.
107,655	Premier .....	Lunenburg .....	" .....	1899	La Have, N.S. ....	98 5	25 2	9 8	99	James Wambuck, La Have, N.S.
80,055	Prescott .....	St. John, N.B. ....	" .....	1881	Calais, Me., U.S.A. ....	75 0	25 1	6 8	73	John Prescott, Calais, Me., U.S.A.
85,416	Pride of America .....	St. Catharines .....	Bktn—Bkgt .....	1863	St. Catharines, Ont. ....	133 0	23 3	12 2	285	Michael Ryan, Quebec, Que.
41,776	Primrose .....	Liverpool .....	Schr—Glt .....	1858	La Have, N.S. ....	52 1	17 5	7 2	32	Wm. H. Paint, Port Hawkesbury, N.S.
92,571	Primrose .....	Halifax .....	" .....	1887	Chester, N.S. ....	37 8	13 8	6 2	14	Angus Gray, Pennant, N.S.
90,873	Primrose .....	Yarmouth .....	" .....	1886	Matland, N.S. ....	53 3	19 3	7 1	34	Ephraim Larkin, Shag Harbour, N.S.
75,714	Prince .....	" .....	" .....	1877	Cape St. Mary, N.S. ....	38 0	13 4	5 1	10	A. Stevens, Freeport, N.S.
37,605	Prince Consort .....	Halifax .....	" .....	1857	Mahone Bay, N.S. ....	56 8	18 2	7 4	39	Joseph Shankel, St. Margaret's Bay, N.S.



## SESSIONAL PAPER No. 21b

92,663	Prince Edward	Ottawa	"	1887	Summerside, P.E.I.	47	4	15	0	5	6	18 L. H. McLean, Charlottetown, P.E.I.
73,130	Princeport	Truro	"	1883	Princeport, N.S.	83	2	24	1	9	7	122 N. F. Marshall, Middleton, N.S.
70,282	Princess	Montreal	Barge—Chd	1874	Montreal, Que.	142	0	26	6	10	2	300 Kingston & Montreal Forwarding Co., Montreal, Que.
77,736	Princess	Digby	Schr—Glt	1879	Port Gilbert, N.S.	88	2	25	0	9	4	137 Jones Morehouse, <i>et al.</i> , Brighton, N.S.
100,219	Princess	Halifax	"	1889	Chezzetcook, N.S.	42	8	14	7	5	2	16 John Bellfontaine, Chezzetcook, N.S.
83,257	Princess Louise	Annapolis	"	1883	Granville, N.S.	47	2	16	2	6	5	21 C. B. Ingalls, Grand Harbour, Grand Manan, N.B.
78,044	Princess Louise	Chatham, N.B.	"	1879	Chatham, N.B.	49	0	16	2	6	3	21 R. R. Call, Newcastle, N.B.
37,374	Priscilla	Liverpool	"	1847	Gut of Canso, N.S.	37	5	11	4	5	5	18 J. McKinney, Canso, N.S.
111,509	Priscilla	St. John, N.B.	"	1900	Newcastle, N.B.	81	6	27	0	7	6	102 Alonzo M. Granville, Waterborough, N.B.
83,265	Prize (The)	Annapolis	"	1885	St. John, N.B.	32	0	10	0	4	4	7 J. B. Templenian, Hampton, N.S.
42,437	Progress	Gaspé	"	1872	Esquimaux Point, Que.	60	8	20	9	8	0	52 Nat. Boudreau, Esquimaux Point, Que.
77,620	Progress	Liverpool	"	1879	Lunenburg, N.S.	69	6	21	4	8	2	73 A. B. Crosby, Halifax, N.S.
59,241	Progress	St. John, N.B.	"	1869	Grand Lake, N.B.	73	6	24	8	6	8	93 Chas. Flower, St. John, N.B.
94,677	Progress	Halifax	"	1889	Spry Bay, N.S.	39	4	12	7	5	6	14 Robert Leslie, Halifax, N.S.
103,977	Progress	Quebec	"	1895	St. Siméon, Que.	64	4	21	0	7	4	56 A. Bellez, St. Siméon, Que.
107,347	Prosperare	Yarmouth	"	1901	Port Greville, N.S.	147	3	34	3	11	9	378 The Prosperare Shipping Co., Ltd., Yarmouth, N.S.
73,082	Protecteur	Montreal	Sloop	1874	St. Marcel, Que.	102	0	22	4	6	2	101 Moise Robidoux, Yamaska, Que.
111,402	Protector	Lunenburg	Schr—Glt	1900	La Have, N.S.	93	2	24	5	9	4	95 Thomas A. Wilson, Bridgewater, N.S.
74,231	Providence	Montreal	Sloop	1872	St. François, Que.	94	0	22	0	5	4	82 M. Laramie, St. Louis de Bonsecours, Que.
77,588	Providence	"	"	1875	Yamaska, Que.	99	6	23	0	6	4	105 Joseph Laforet, Sorti, Que.
100,184	Providence	"	"	1891	"	106	1	22	9	7	8	138 Alphonse Desrosiers, Lanoraie, Que.
53,835	Providence	Quebec	Schr—Glt	1865	Caraquet, N.B.	65	6	18	0	7	9	48 J. B. Barrett, Baie Mille Vaches, Que.
33,075	Providence	"	"	1855	Deschambault, Que.	65	6	22	0	7	2	69 Onésime Paquet, Deschambault, Que.
69,592	Providence	"	"	1873	Kamouraska, Que.	61	6	18	5	6	6	45 Martial Saingelet, Les Escoumains, Que.
74,269	Providence	"	"	1876	Baie St. Paul, Que.	67	6	19	7	9	0	75 François M. Audet, Quebec, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths Pds. 10ths	Ft. 10ths Pds. 10ths	Ft. 10ths Pds. 10ths		
85,461	Providence.....	Quebec.....	Schr—Glt.....	1892	Gentilly, Que.....	77 0	22 5	7 0	78	L. Savigny, Ste. Croix, Que.
103,976	Providence.....	".....	".....	1896	St. Siméon, Que.....	51 6	16 8	6 5	33	Jos. Tremblay, St. Fidèle, Co. Charles-voix, Que.
96,733	Providence.....	Chatham, N.B.....	".....	1889	Shippegan, N.B.....	34 3	13 4	4 5	11	Wm. Frung & Co., Ltd., Jersey.
96,740	Providence.....	".....	".....	1890	Caraket, N.B.....	38 5	12 4	5 0	13	J. N. Le Bouthillier, Caraket, N.B.
72,076	Providence.....	".....	".....	1874	Shippegan, N.B.....	36 4	12 1	4 5	12	T. Ahier, Shippegan, N.B.
94,741	Prudent.....	St. John, N.B.....	".....	1888	Portland, N.B.....	93 9	26 6	7 6	124	John M. Taylor, St. John, N.B.
80,858	Psyche.....	Halifax.....	Sloop.....	1876	Halifax, N.S.....	25 0	7 8	4 0	4	Franklin S. West, Halifax, N.S.
103,993	Pythian Knight.....	St. Andrews.....	".....	1897	Shelbourne, N.S.....	48 0	15 0	6 0	19	Frank Ingersoll, Grand Manan, N.B.
38,773	Quartette.....	Halifax.....	Schr—Glt.....	1868	Wallace, N.S.....	67 5	21 5	8 0	64	Harris Hibley, St. Margaret's Bay, N.S.
46,204	Quebec.....	Montreal.....	Barge—Chd.....	1862	Quebec, Que.....	90 0	24 5	9 0	133	Prosper Laplante, Lachine, Que.
111,663	Quebec.....	".....	".....	1901	Lévis, Que.....	206 2	40 0	14 6	989	The Montreal Transportation Co., Montreal, Que.
.....	Queen.....	".....	".....	1867	Rivière du Loup, Que.....	103 0	21 6	7 2	149	J. B. Poirier, Lachine, Que.

## SESSIONAL PAPER No. 21b

100,967	Queen.....	Chatham, N.B.....	Schr—Glt.....	1888 Caraquet, N.B.....	35 2	12 1	4 6	10 R. Young, M. O. Caraquet, N.B.
103,476	Queen Charlotte.....	Victoria.....	".....	1895 Massett, B.C.....	52 0	16 0	5 5	25 A. Brown (Indian), Massett, B.C.
103,474	Queen May.....	".....	".....	1895 Victoria, B.C.....	43 0	13 0	4 6	19 Chas. Paterson, Nanaimo, B.C.
52,179	Queen of Clippers.....	St. John, N.B.....	Wdbr—Bab.....	1865 Grand Lake, Queen's Co., N.B.	72 5	24 0	6 5	66 Joseph M. Belyea, Greenwich, N.B.
36,136	Queen of the East.....	Guysboro'.....	Schr—Glt.....	1857 Chiezetcook, N.S.....	48 8	15 9	6 4	25 W. Giffin, Isaac's Harbour, N.S.
69,187	Queen of the Fleet.....	Lunenburg.....	".....	1874 Lunenburg, N.S.....	61 0	20 3	7 6	46 P. W. Maskell, Jeddore West, N.S.
77,626	Queen of the Lakes.....	Kingston.....	".....	1853 Portsmouth, Ont.....	128 0	23 3	10 3	190 George A. Richardson, Kingston, Ont.
.....	Queen of the North.....	Toronto.....	Brig—Bik.....	1861 Nottawasaga, Ont.....	125 0	23 2	10 8	347 Henry M. Jackman, Toronto, Ont.
100,057	Quetay.....	St. John, N.B.....	Schr—Glt.....	1891 St. John, N.B.....	94 4	26 2	7 5	123 John M. Taylor, St. John, N.B.
57,681	Quick Step.....	Halifax.....	".....	1868 Jeddore, N.S.....	43 6	15 2	6 0	22 John McKinnon, West Bay, N.S.
111,471	Quickstep.....	Arichat.....	".....	1889 Essex, Mass., U.S.A.....	91 0	24 0	10 2	83 Samuel Sprout, Litchfield, N.S.
88,504	Quickstep.....	Sydney.....	".....	1883 Lingan, N.S.....	38 0	12 4	5 3	12 Fredk. Marsh, Lingan, N.S.
111,646	Quissetta.....	Lunenburg.....	".....	1901 Lunenburg, N.S.....	90 6	24 8	9 8	96 James A. Hirtle, Lunenburg, N.S.
107,904	Quoddy Queen.....	St. Andrews.....	Sloop.....	1899 Weymouth, N.S.....	32 0	11 6	6 0	13 Harrington Guphill, Grand Manan, N.B.
57,732	R. N. B.....	Windsor, N.S.....	Schr—Glt.....	1869 Londonderry, N.S.....	56 8	17 5	6 8	37 L. A. Rowe, Parrsboro', N.S.
107,564	R. P. S.....	Parrsboro'.....	".....	1899 Lower Economy, N.S.....	70 8	23 0	8 0	74 R. P. Soley, Economy, N.S.
74,064	R. A. Smith.....	Windsor, Ont.....	Scow—Chd.....	1877 River Thames, Ont.....	40 0	12 6	3 2	11 Horace Bartlett, Sarnia, Ont.
77,991	R. C. W. MacCuaig.....	Ottawa.....	Barge—Chd.....	1879 Hull, Que.....	108 6	22 7	7 7	165 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
94,847	R. H. Brown.....	Windsor, Ont.....	Schr—Glt.....	1882 MarineCity, Wisc., U.S.A.....	63 0	17 2	6 2	51 John Cadarette, Belle River, Ont.
111,518	R. L. Kenney.....	St. John, N.B.....	Schr—Glt.....	1853 Storrington, Mass. U.S.A.....	74 6	20 4	7 9	75 Chas. W. Edgett, Moncton, N.B.
80,669	R. O. Byers.....	Ottawa.....	Barge—Chd.....	1881 Monte Bello, Que.....	106 9	22 5	6 8	143 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
83,328	R. S. McKenzie.....	".....	".....	1881 Hull, Que.....	109 4	21 7	7 9	154 " " "
80,894	R. W. Cooper.....	".....	".....	1880 Ottawa, Ont.....	110 3	22 6	7 7	161 " " "



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
69,203	R. W. Smith	Lunenburg	Schr—Glt	1875	Lunenburg, N.S.	72 0	22 7	8 4	74	Fred. S. Moseley, Sydney, N.S.
100,474	R. Beatrice	"	"	1892	Mahone Bay, N.S.	41 6	14 4	6 4	19	Jas. Morash, Dover, N.S.
92,375	R. Carson	St. John, N.B.	"	1888	St. Martin's, N.B.	80 8	27 2	7 5	99	Robt. Carson, St. Martin's, N.B.
88,452	R. Ferguson	Arichat	"	1886	Soldier's Cove, N.S.	44 1	15 3	6 4	24	John McDonald, Lynch River, N.S.
72,235	R. Knight	St. John, N.B.	Wdgt—B&b	1875	Cambridge, N.B.	67 3	22 0	6 0	47	Enoch Nighingale, Newcastle, N.B.
85,772	R. Lepine	Montreal	Barge—Chd	1884	Monte Bello, Que.	112 3	22 7	6 2	128	Wm. Owens, Stonefield, Que.
83,279	R. Morrow	Maitland	Bk—Bq	1884	Maitland, N.S.	194 4	37 6	22 2	1156	Alex. Roy, Maitland, N.S.
92,544	Rachel	Montreal	Barge—Chd	1887	Yamaska, Que.	108 5	23 0	8 1	149	Jos. Bouvier, St. Roch's, Que.
94,796	Raeburn	Richibucto	Schr—Glt	1893	Rexton, N.B.	76 4	22 3	8 9	74	Henry McLean, Rexton, N.B.
80,738	Raine St. Michelle	Quebec	Sloop	1880	La Petite Rivière, St. François Xavier, Que.	51 2	16 5	5 6	27	Bernard Tremblay, La Petite Rivière, St. François Xavier, Que.
90,593	Ralph	Lunenburg	Schr—Glt	1885	Petite Rivière, N.S.	60 8	19 7	7 7	51	Thos. White, Margaree, N.S.
96,927	Ramona	Charlottetown	Bktn—Bkglt	1890	Bideford, P.E.I.	149 5	30 2	14 9	400	Wm. Richards, Bideford, P.E.I.
41,568	Ranger	Gaspé	Schr—Glt	1860	Sandy Beach, Que.	55 8	18 0	7 3	42	Joshua Gallant, Grandigue, N.B.
75,441	Ranger	"	"	1877	St. John's, Nfld.	41 8	12 3	5 3	14	Thos. Whittle, Anticosti, Que.

## SESSIONAL PAPER No. 21b

77,913	Ranger.....	Port Hope.....	"	1877 Suspension Bridge, N.Y. U.S.A.	65 0	12 5	4 2	21 N. Wilhelmy, Belleville, Ont.
51,520	Ranger.....	Quebec.....	Barge—Chd	1864 Quebec, Que	153 6	24 7	11 0	241 J. F. F. Boulais, Sorel, Que.
100,820	Ranger.....	Barrington.....	Schr—Glt	1895 Barrington, N.S.	36 0	11 6	4 2	11 T. K. Nickerson, Barrington, N.S.
100,979	Ranger.....	Chatham, N.B.	"	1888 Caraquet, N.B.	36 0	12 1	4 4	10 C. Robin, Collas & Co., Ltd., Jersey.
	Raoul.....	Montreal.....	Barge—Chd	1869 St. Francis, Que.	94 8	18 8	5 1	100 Wm. McCaffrey, Ottawa, Ont.
70,285	Rapid.....	Kingston.....	"	1874 Quebec, Que.	124 5	24 4	9 0	221 The Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
85,528	Rapid City.....	Toronto.....	Schr—Glt	1884 Bronté, Ont	70 0	19 4	3 7	37 Chas. Goldring, Whitby, Ont.
100,473	Rapture.....	Lunenburg.....	"	1892 LaHave, N.S.	64 6	20 6	8 2	57 Edward Chapman, Murray Harbour, P. E. I.
103,256	Raven.....	St. John, N.B.	"	1895 Greenwich, N.B.	53 4	18 9	5 3	47 A. E. Theall, St. John, N.B.
103,287	Raven.....	Chatham, N.B.	"	1895 Shippegan, N.B.	35 0	12 3	4 8	11 T. Ahier, Shippegan, N.B.
100,273	Ravala.....	Windsor, N.S.	"	1892 Salmon River, N.S.	88 4	28 0	8 9	130 J. Willard Smith, St. John, N.B.
92,631	Ray.....	Lunenburg.....	"	1878 LaHave, N.S.	33 6	11 2	4 5	11 Timothy Redden, Chester, N.S.
94,753	Ray G.....	Parrsboro'.....	"	1889 St. Martin's, N.B.	75 1	26 1	7 5	96 Hugh Gillespie, Parrsboro', N.S.
112,204	Raymond.....	Montreal.....	Sloop.....	1902 Yanaska, Que.	108 0	22 7	7 4	136 Clarisse Lassalle, Yanaska, Que.
103,900	Razzle Dazzle.....	New Westminster.....	Barge—Chd	1893 Idaho, U.S.A.	56 9	14 0	2 8	18 W. J. Kane, Kaslo, B.C.
75,649	Recruit.....	Deseronto.....	"	1890 } St. Catharines, Ont. 1901 }	144 0	25 2	10 6	297 The Rathbun Co., Deseronto, Ont.
72,960	Red Bird.....	St. Catharines.....	Scow—Chd	1870 Hamilton, Ont.	64 6	17 3	4 4	39 H. Minnes, Welland, Ont.
96,888	Red Island.....	Ottawa.....	Lt—Ship.....	1893 Tracadie, N.B.	102 0	22 0	10 6	152 The Minister of Marine and Fisheries, Ottawa, Ont.
103,272	Red Weasel.....	Chatham, N.B.	Schr—Glt	1893 Tracadie, N.B.	35 2	12 0	4 8	11 J. Young, Tracadie, N.B.
100,775	Redgauntlet.....	"	"	1890 Caraquet, N.B.	35 5	12 0	4 6	11 P. Rive, Caraquet, N.B.
88,324	Redoubtable.....	Quebec.....	"	1886 St. Alexis, Que.	64 0	20 4	8 3	67 A. W. Dolbel, Grand Greve, Que.
77,605	Reform.....	Lunenburg.....	"	1878 Bridgewater, N.S.	64 5	21 0	8 0	56 Danance Bourgois, St. Pierre, Miquelon.
111,705	Reform.....	"	"	1857 Essex, Mass., U.S.A.	68 0	19 7	7 6	58 Fred. Zwicker, Mahone Bay, N.S.
106,889	Reform.....	Yarmouth.....	Bktn—Bkglt.	1894 Stavenger, G.B.	191 0	30 4	13 5	545 W. L. Lovitt, Yarmouth, N.S.
85,748	Regina.....	Quebec.....	Schr—Glt	1883 St. Anne de Monts, Que.	71 5	22 4	7 9	79 Pierre Trepanier, Château Richer, Que.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
103,613	Regina.	Quebec	Sloop	1894	Bay St. Paul, Que.	51 6	18 9	5 0	27	A. Lavoie, Bay St. Paul, Que.
83,423	Regina.	Montreal	Schr—Glt.	(1870 1886)	Kingston, Ont.	171 0	25 7	11 3	411	Montreal Transportation Co., Montreal, Que.
103,735	Regina.	Parrsboro'	"	1898	Port Greville, N.S.	76 0	23 7	6 5	74	Stephen Rolf, Port Greville, N.S.
83,133	Regina B.	Halifax.	"	1881	Summerside, La Have, N.S.	75 3	22 4	8 6	79	M. Williams, Musquedoboit, N.S.
103,706	Regine.	Yarmouth	Sloop.	1896	Pubnico, N.S.	35 7	12 5	5 8	10	W. D'Entremont, Pubnico, N.S.
90,569	Reindeer.	Toronto	Schr—Glt	1886	Port Credit, Ont.	44 5	13 4	3 6	14	Benjamin B. Lynd, Parkdale, Ont.
42,707	Reine Victoria.	Quebec	"	1859	Batiscan, Que.	96 0	22 5	6 4	87	Omer Lafleur, Ste. Croix, Que.
77,599	Reine des Anges.	"	Sloop.	1879	St. Marcel, Que.	87 5	21 0	5 4	73	A. Hamel, Lotbinière, Que.
92,539	Reine des Anges.	Montreal.	"	1887	Yamaska, Que.	77 8	22 3	5 7	91	E. Thérien, Ste. Aimé, Que.
107,959	Reliance.	Lunenburg.	Schr—Glt.	1900	La Have, N.S.	94 8	24 6	9 8	100	Artemas Zinck, La Have, N.S.
72,985	Relief.	Wallaceburg.	Barge—Chd	1875	Port Lambton, Ont.	89 0	19 7	4 0	50	James O'Leary and Geo. W. Downs, Port Lambton, Ont.
59,178	Relief	St. John, N.B.	Wdgt—Bab	1868	First Range, N.S.	74 6	24 6	6 7	69	Melvin McKiel, Greenwich, N.B.
	Relief	Montreal.	Barge—Chd	1871	Sorel, Que.	101 1	22 8	7 3	149	J. LaRivière, St. Aime, Que.
101,292	Rambrandt.	Sydney	"	1876	U.S.A.	207 8	40 3	24 0	1413	The Dominion Coal Co., Ltd., Glace Bay, N.S.



## SESSIONAL PAPER No. 216

103,583	Remus	Chatham, N.B.	Schr—Glt	1896	Shippegan, N.B.	39 3	13 0	5 6	17 W. S. Loggie Co., Ltd., Chatham, N.B.
80,736	Réna	Quebec	Barge—Chd	1876	Ste. Anne de la Parade, Que.	77 7	23 7	6 6	75 Antoine Léveillé, Batiscan, Que.
107,806	Rena F.	St. John, N.B.	Sloop	1898	Deer Island, N.B.	38 0	13 5	5 0	12 Melvin Morse, Grand Manan, N.B.
33,317	Renard	Quebec	Schr—Glt	1857	Malbaite, Que.	44 0	14 4	6 2	23 Sylvain Tremblay, St. Irénée, Que.
107,783	Rene	Ottawa	Scow—Chd	1895	Hull, Que.	40 3	16 0	2 6	10 E. G. Laverdure, Ottawa, Ont.
107,653	Renown	Lunenburg	Schr—Glt	1899	Lunenburg, N.S.	88 5	24 0	9 4	83 W. C. Smith, Lunenburg, N.S.
106,952	Replevin	Chatham, N.B.	"	1890	Caracquet, N.B.	36 6	12 3	4 2	10 C. Robin, Collas & Co., Ltd., Jersey.
85,583	Reporter	St. John, N.B.	"	1883	Wickham, N.B.	86 0	26 2	7 8	122 R. C. Elkin, St. John, N.B.
97,142	Republic	St. Andrews	"	1836	Haddam, Conn., U.S.A.	65 6	22 3	7 9	70 Wm. Carson, St. Andrews, N.B.
83,253	Rescue	Annapolis	"	1883	Clementsport, N.S.	43 9	14 9	6 0	17 A. W. Hickson, Campo Bello, N.B.
77,787	Rescue	Halifax	"	1881	Port Medway, N.S.	42 9	14 6	6 2	20 J. Dauphiné, Tantallon, N.S.
100,280	Rescue	Windsor, N.S.	Bktn—Bkglt	1892	Canning, N.S.	129 0	32 8	11 5	321 Alfred Potter, M. O., Canning, N.S.
100,344	Ressie	Maitland	"	1901	Maitland, N.S.	166 8	37 0	13 7	561 A. Putnam, Halifax, N.S.
85,627	Restive	Charlottetown	Schr—Glt	1884	Economy, N.S.	74 0	21 2	7 5	71 Jos. Read, Summerside, P.E.I.
83,132	Restless	Digby	"	1881	Vogler's Cove, N.S.	47 6	16 1	6 5	25 J. Coggins, et al., Westport, N.S.
51,671	Restless	Montreal	"	1859	Cleveland, Ohio, U.S.A.	73 0	20 0	8 5	72 C. H. Dodge, Belmont, Ont.
107,547	Reta & Rhoda	St. John, N.B.	Sloop	1895	St. John, N.B.	38 4	13 0	4 0	11 Isaac Newton, Grand Harbour, Grand Manan, N.B.
111,521	Retra E.	Digby	Schr—Glt	1895	Cape St. Marys, N.S.	32 5	10 5	5 0	10 John A. Doucette, Cape St. Marys, N.S.
100,365	Reuben Doud	Windsor, Ont.	"	1873	Winnecome, U.S.A.	137 7	26 0	11 6	308 Albert I. Forster, Toronto, Ont.
100,511	Rewa	Parrsboro'	"	1892	Port Greville, N.S.	99 8	28 7	8 8	123 Wm. B. McLean, St. John, N.B.
61,406	Reward	Chatham, N.B.	"	1871	Shippegan, N.B.	36 0	13 1	4 5	11 Joshua Alexander, M. O., Shippegan, N.B.
103,078	Reward	"	"	1894	"	37 6	13 0	5 3	13 J. De Grâce, Shippegan, N.B.
85,600	Rex	St. John, N.B.	"	1883	St. Martin's, N.B.	66 4	22 5	6 8	58 R. Carson, St. Martin's, N.B.
111,677	Reynard	Parrsboro'	Bktn—Bkglt	1901	Parrsboro', N.S.	164 0	34 8	18 4	509 Samuel Reynard, New York, U.S.A.
103,209	Rhoda	Liverpool	Schr—Glt	1896	Liverpool, N.S.	109 0	28 0	11 1	199 J. H. Harlow, et al., Milton, N.S.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths	Ft. 10ths	Ft. 10ths			
107,907	Rhoda G. . . . .	St. Andrews . . . . .	Sloop . . . . .	1891	St. John, N.B. . . . .	24 0	9 4	5 6	8	Hantford Small, Grand Manan, N.B.	
49,473	Rhuna. . . . .	Sydney . . . . .	Schr—Glt . . . . .	1864	Westport, N.S. . . . .	57 0	20 0	7 8	46	Allan D. Lawson, Wallace, N.S.	
92,320	Rialto. . . . .	Shelburne . . . . .	" . . . . .	1888	Liverpool, N.S. . . . .	60 0	20 0	7 5	46	Duncan McLean, Coleman's Station, P.E.I.	
74,406	Richard. . . . .	Chatham, N.B. . . . .	Bk—Bq . . . . .	1877	Richibucto, N.B. . . . .	134 0	30 6	18 6	531	H. O'Leary, M. O., Richibucto, N.B.	
37,172	Richard Simonds. . . . .	St. John, N.B. . . . .	" . . . . .	1861	Portland, N.B. . . . .	70 2	19 8	7 5	45	Jos. L. Cleveland, Margaretsville, N.S.	
72,059	Richmond Queen. . . . .	Halifax. . . . .	" . . . . .	1877	Little River, N.S. . . . .	35 4	16 7	15 3	37	Arsène Doucet, Grand Etang, N.S.	
100,932	Rideau . . . . .	Ottawa. . . . .	Dredge—Drague . . . . .	1889	Welland, Ont. . . . .	70 8	25 4	4 4	137	The Minister of Railways and Canals, Ottawa, Ont.	
100,588	Riley. . . . .	Montreal. . . . .	Barge—Chd . . . . .	1891	Yanaska, Que. . . . .	127 6	26 0	10 0	245	Canadian Forwarding & Export Co., Ltd., Montreal, Que.	
94,998	Ripley Ropes. . . . .	Charlottetown . . . . .	Schr—Glt . . . . .	1859	Essex, Mass., U.S.A. . . . .	67 4	20 0	6 9	53	Daniel Sutherland, Stanley Bridge, P.E.I.	
75,596	Ripple. . . . .	Yarmouth . . . . .	" . . . . .	1877	Bear River, N.S. . . . .	41 8	14 4	6 9	19	Vincent Brannen, Yarmouth, N.S.	
75,763	Ripple. . . . .	Arichat. . . . .	" . . . . .	1877	Port Medway, N.S. . . . .	39 4	15 2	5 3	17	Daniel McDonald, Port Richmond, N.S.	
88,439	Ripple. . . . .	Halifax. . . . .	" . . . . .	1884	Jeddore, N.S. . . . .	40 8	14 3	5 9	20	Isidore l'oudrot, Petite de Grat, N.S.	
80,393	Ripple. . . . .	Parrsboro' . . . . .	" . . . . .	1882	Parrsboro', N.S. . . . .	42 5	14 2	6 1	16	Joseph Mitchell, Hampton, N.S.	
48,358	Ripple. . . . .	Guysboro' . . . . .	" . . . . .	1864	Indian Harbour, N.S. . . . .	46 0	15 0	5 5	21	W. R. Cutler, Arichat, N.S.	

## SESSIONAL PAPER No. 21b

64,033	Ripple.....	Port Hawkesbury.....	"	1873	Digby, N.S.	54 0	17 5	6 3	34	Leander Tanner, Coal Harbour, N.S.
103,617	Ripple.....	Quebec.....	"	1894	Château Richer, Que.	68 2	22 2	7 2	70	W. Déchêne, Château Richer, Que.
107,537	Ripple.....	St. John, N.B.....	Wdgt—B&B	1898	Canning, N.B.....	56 9	21 3	5 7	41	A. E. Flower, Canning, N.B.
112,224	Ripple.....	"	Sloop.	1902	St. Martin's, N.B.....	36 0	15 4	5 3	13	Thos. Carson, St. John, N.B.
85,349	Rise Over.....	Halifax.....	Schr—Glt	1883	Lunenburg, N.S.....	75 5	23 2	8 7	81	Robert Moulton, Burgeo, Nfld.
75,591	Rise & Go.....	St. Andrews.....	"	1877	Clare, N.S.	43 0	14 9	5 1	16	W. O'Brien, Campo Bello, N.B.
75,575	Rising Dawn.....	Lunenburg.....	"	1877	La Have, N.S.	42 0	15 0	5 4	18	Lennel Richardson, Indian Harbour, N.S.
96,806	Rising Sun.....	Halifax.....	"	1891	Chezzetcook, N.S.	47 3	17 4	6 5	28	R. Christian, Prospect, N.S.
97,191	Rita.....	Chatham, N.B.....	"	1890	Carsquet, N.B.	35 4	12 3	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
103,344	Rita.....	Montreal.....	Sloop.	1893	Lachine, Que.	33 0	10 1	3 3	5	C. O. Clark, Côte St. Paul, Que.
59,462	Rival.....	Halifax.....	Schr—Glt	1870	La Have, N.S.	42 4	14 8	6 0	20	Henry Faulkner, Jeddore, N.S.
74,098	Rival.....	"	"	1877	Chezzetcook, N.S.	47 0	16 6	7 2	31	Jacob M. Mitchell, Jeddore, N.S.
88,223	River Belle.....	"	"	1881	Clyde River, N.S.	32 5	12 3	5 5	11	John D. Christian, Upper Prospect, N.S.
92,582	River Belle.....	Gaspé.....	"	1888	Barachois, Que.	73 0	21 0	9 5	82	C. Robin, Collas & Co., Ltd., Jersey.
111,470	River Branch.....	Chatham, N.B.....	"	1901	Shippegan, N.B.	36 9	12 6	4 3	11	Wm. Fruing & Co., Ltd., Jersey.
57,088	River Dale.....	Halifax, N.S.....	"	1868	La Have, N.S.	59 6	19 3	7 4	48	Thomas Adams, sr., Gaspé, Que.
75,547	River Rose.....	Barrington.....	"	1878	Port Clyde, N.S.	37 0	14 4	5 9	13	Walter Coggins, Westport, N.S.
112,372	River Swan.....	Arichat.....	"	1902	Tor Bay, N.S.	33 0	11 4	5 0	11	Jos. Bonbie, Tor Bay, N.S.
85,590	Rivendale.....	St. John, N.B.....	Wdgt—B&B	1883	Waterborough, N.B.	75 3	26 3	7 0	84	N. C. Scott, St. John, N.B.
75,706	Riverside.....	Sydney.....	Schr—Glt	1878	Bras d'Or, N.S.	53 8	17 4	7 2	36	John H. Christie, Bras d'Or, N.S.
111,648	Riviera.....	Lunenburg.....	"	1901	Shelburne, N.S.	88 0	24 0	9 4	96	Robert Dawson, Bridgewater, N.S.
111,723	Roanoke.....	"	"	1901	Mahone Bay, N.S.	98 2	25 3	10 8	100	Abram Ernst, Mahone Bay, N.S.
100,319	Rob Roy.....	Yarmouth.....	"	1888	Lockeport, N.S.	41 0	13 4	5 0	12	Freeman Lowe, Cape Island, N.S.
94,925	Rob Roy.....	Pictou, Ont.....	Barge—Chd	1897	Pictou, Ont.	144 0	31 0	10 3	341	A. W. Hepburn, Pictou, Ont.
100,506	Rob S.....	Halifax.....	Schr—Glt	1892	Mahone Bay, N.S.	42 0	14 6	6 4	21	Lewis Dickson, Louisburg, N.S.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.		
107,411	Robert.....	Montreal.....	Barge—Chd.....	1899	St. Thomas de Pierre-ville, Que.	139 5	29 4	13 0	418	Mrs. Harriette Muir, Montreal, Que.
90,443	Robert Evans.....	Winnipeg.....	".....	1885	Keewatin, Ont.....	52 6	13 5	3 5	29	The Keewatin Lumbering & Manufacturing Co., Ltd., Hamilton, Ont.
100,516	Robert Ewing.....	Parrsboro'.....	Schr—Glt.....	1892	Advocate, N.S.....	142 4	33 3	12 0	399	W. W. Lewis, Louisburg, N.S.
96,834	Robert F. Mason.....	Lunenburg.....	".....	1890	Lunenburg, N.S.....	74 8	23 5	9 1	87	Thos. Ring, North Sydney, N.S.
53,822	Robert Kerr.....	New Westminster.....	Barge—Chd.....	1866	Quebec, Que.....	190 6	38 4	23 7	1123	Canadian Pacific Railway Co., Montreal, Que.
91,921	Robert McDonald.....	Pictou, Ont.....	Schr—Glt.....	1890	Pictou, Ont.....	70 0	19 0	6 5	44	A. Matthews, Charlotte, N.Y., U.S.A.
80,394	Robert S. Besnard.....	Parrsboro'.....	Bk—Bq.....	1882	Eatonville, N.S.....	191 0	38 8	23 0	1142	The Barque Robert S. Besnard Co., Ltd., St. John, N.B.
103,100	Roberval.....	Montreal.....	Sloop.....	1894	St. Thomas, Que.....	141 3	28 2	11 6	371	J. E. Carmel, St. Scholastique, Que.
103,946	Robin.....	Chatham, N.B.....	Schr—Glt.....	1899	Caracquet, N.B.....	38 0	12 8	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
107,544	Robin Hood.....	St. John, N.B.....	Sloop.....	1898	Yarmouth, N.S.....	23 7	9 0	3 2	5	James P. Lunney, St. John, N.B.
103,048	Rocket.....	Ottawa.....	Horse ferry.....	1891	Cumberland, Ont.....	44 2	16 0	1 6	4	Godfrey Faubert, Cumberland, Ont.
83,075	Rockland.....	".....	Barge—Chd.....	1881	Rockland, Ont.....	110 3	22 0	6 6	136	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
	Rodolphe.....	Montreal.....	".....	1866	Yanaska, Que.....	96 3	22 9	6 8	106	P. Savallé, Sorel, Que.
85,763	Roi des Eaux.....	".....	Sloop.....	1883	Pierreville, Que.....	93 3	23 0	6 0	96	E. Sauvageau, Champlain, Que.

## SESSIONAL PAPER No. 21b

94,880	Roi des Eaux.	"	"	1889	Yamaska, Que.	85 0	21 4	5 3	68	The Canadian Construction Co., Ltd., Montreal, Que.
112,326	Rolfe.	Parrsboro'	Schr—Glt	1902	Port Greville, N.S.	65 0	20 1	6 9	54	H. W. Eldarkin, Port Greville, N.S.
107,125	Roma.	Lunenburg	"	1899	Shelburne, N.S.	95 0	25 0	9 4	99	David Ritecy, La Have, N.S.
75,446	Romaine.	Montreal.	"	1881	Gaspé, Que.	64 5	20 6	9 3	65	C. A. Cantin, Montreal, Que.
103,358	Romeo.	Quebec.	Sloop.	1895	Bic, Que.	38 5	14 4	5 1	22	G. F. Gibsons, Quebec, Que.
100,073	Romeo.	St. John, N.B.	Schr—Glt	1891	Cambridge, N.B.	84 4	28 9	7 4	111	Peter McIntyre, St. John, N.B.
103,729	Romeo.	Parrsboro'	"	1897	Port Greville, N.S.	74 4	24 0	6 9	79	T. M. Dodsworth, Parrsboro', N.S.
103,587	Romulus.	Chatham, N.B.	"	1896	Shippegan, N.B.	39 0	13 7	5 7	19	W. S. Loggie Co., Ltd., Chatham, N.B.
92,404	Rosa.	"	"	1886	"	36 2	13 4	5 0	17	Chas. Brien, Shippegan, N.B.
100,717	Rosa.	Montreal.	Sloop.	1892	Yamaska, Que.	111 7	23 0	7 6	140	M. Robidoux, Yamaska, Que.
100,908	Rosalie.	Chatham, N.B.	Schr—Glt	1892	Caracquet, N.B.	35 5	12 5	4 4	10	J. N. LeBouthillier, Caracquet, N.B.
103,592	Rosamond.	Charlottetown.	"	1896	North Rustico, P.E.I.	42 0	14 1	5 5	18	D. B. Champion, Tignish, P.E.I.
111,834	Rosan.	Digby.	"	1898	Cape St. Mary, N.S.	32 4	10 9	5 0	11	John A. Doucette, Cape St. Mary, N.S.
61,438	Rosane.	Chatham, N.B.	"	1874	Shippegan, N.B.	37 0	11 6	4 6	13	T. Ahier, Shippegan, N.B.
64,920	Rosannah.	Halifax.	"	1873	Bay St. George, Nfld.	48 7	16 4	6 3	25	Wm. Carter, Channel, Nfld.
85,696	Rose.	Chatham, N.B.	"	1884	Tracadie, N.B.	32 8	11 7	4 6	11	M. Basse, Tracadie, N.B.
92,702	Rose.	Winnipeg.	Barge—Chd	1890	Rat Portage, Ont.	71 6	16 3	6 3	80	Angus McKinnon, Rat Portage, Ont.
107,536	Rose.	St. John, N.B.	Sloop.	1893	St. John, N.B.	25 0	10 0	3 0	5	A. E. Everett, St. John, N.B.
78,045	Rose Alba.	Chatham, N.B.	Schr—Glt	1879	Richibucto, N.B.	32 0	13 0	4 5	13	Etienne Leger, M. O. Richibucto, N.B.
69,596	Rose Anna.	Quebec.	"	1872	Ste. Croix, Que.	60 4	15 0	5 4	29	Antoine Lemay, St. Flavien, Co. Lotbinière, Que.
69,639	Rose Anna.	"	"	1874	St. Jean Port Joli, Que.	45 2	16 5	6 5	29	P. Bias, Kamouraska, Que.
71,632	Rose Delima.	Montreal.	Sloop.	1873	St. Thomas de Pierreville, Que.	98 0	22 0	6 5	75	Methode Lemay, St. Emelie, Que.
100,724	Rose Delima.	"	Barge—Chd	1893	Lachine, Que.	118 1	23 1	8 4	181	P. Laplante, Lachine, Que.
103,978	Rose Mystérieuse.	Quebec.	Schr—Glt	1896	Les Ecureuils, Que.	55 8	17 0	5 9	39	J. B. Dussault, Les Ecureuils, Que.
71,255	Rosebeller.	Windsor, Ont.	Scow—Chd.	1875	River Puce, Ont.	58 0	16 0	4 0	37	Alex. Clouthier, Rochester, Ont.

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						Dimensions.				
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
90,262	Rosemary .....	Charlottetown.....	Schr—Glt .....	1885	Bonne Bay, Nfld.....	82 0	22 0	10 0	94	J. R. Larkins, Richmond, P.E.I.
80,628	Roseneath.....	Yarmouth.....	" .....	1882	Shelburne, N.S.....	84 6	24 0	9 7	92	Z. Nickerson, Port Clyde, N.S.
107,265	Ross Point Ferry Boat.....	Ottawa.....	Horse ferry.....	1891	Arnprior, Ont.....	45 2	22 8	* 2 2	16	A. J. Campbell, Arnprior, Ont.
100,688	Round Islander.....	Kingston.....	Barge—Chd .....	1895	Verona, Ont.....	40 8	12 4	3 6	14	Henry Bardier, Verona, Ont.
85,702	Rover.....	Wallaceburg.....	" .....	1884	Wallaceburg, Ont.....	75 7	18 0	5 3	46	Geo. Travis, Wallaceburg, Ont.
103,391	Rover.....	Deseronto.....	Schr—Glt .....	1894	Napanee, Ont.....	42 0	15 0	4 6	13	John Rowley, Kingston, Ont.
103,046	Rover.....	Ottawa.....	Barge—Chd .....	1870	Ottawa, Ont.....	96 6	18 8	6 0	74	R. O'Neil, Ottawa, Ont.
53,551	Roving Bird.....	Halifax.....	Schr—Glt .....	1865	Chezetcook, N.S.....	44 9	15 1	6 4	24	Frederick J. Hyson, Mahone Bay, N.S.
75,864	Roving Lizzie.....	Weymouth.....	" .....	1879	Clare, N.S.....	35 0	12 3	4 9	11	John Carter and Benj. Carter, Pennfield, N.B.
85,557	Rowdy.....	Yarmouth.....	" .....	1884	Glenwood, N.S.....	44 6	14 2	5 4	18	John D. Forbes, Barrington, N.S.
100,572	Rowena.....	Halifax.....	" .....	1893	La Have, N.S.....	57 1	20 2	8 0	51	Jas. Hemlow, jr. Liscomb, N.S.
100,539	Rowena.....	Digby.....	" .....	1891	Digby, N.S.....	35 0	12 2	5 2	10	Orbin Sprout, <i>et al.</i> , Digby, N.S.
103,261	Rowena.....	St. John, N.B.....	" .....	1896	Long Reach, N.B.....	76 2	26 4	7 4	96	Geo. McKean, St. John, N.B.
79,994	Rowena.....	" .....	" .....	1879	Canning, N.B.....	73 6	25 6	6 6	84	Mrs. Loretta Ward, Sackville, N.B.



## SESSIONAL PAPER No. 21b

111,835	Roxana.....	Digby.....	Sloop.....	1899	Pubnico, N.S.....	32	5	10	0	5	5	11	Ainslie Titus, Westport, N.S.
73,119	Royal.....	Halifax.....	Schr—Glt.....	1875	Chezetook, N.S.....	36	7	13	2	5	2	12	H. W. Embree, Port Hawkesbury, N.S.
96,816	Royal.....	Sault Ste. Marie.....	".....	1889	Drummond Island, Mich. U.S.A.	48	0	15	0	6	6	63	Thomas A. Clemence, Toronto, Ont.
.....	Royal Oak.....	Montreal.....	Barge—Chd.....	1865	Lancaster, Ont.....	112	3	22	7	9	4	196	Montreal Transportation Co., Montreal. Que.
107,376	Rozzie.....	Sydney.....	Schr—Glt.....	1901	Little Bras d'Or, N.S.....	43	8	14	2	5	8	17	Joseph Degaut, Little Bras d'Or, N.S.
(a) 88,379	Ruby.....	Victoria.....	".....	1880	Cypress Island, Wash., U.S.A.	30	0	10	5	3	0	6	James Hatt, Mud Bay, B.C.
80,667	Ruby.....	Montreal.....	Barge—Chd.....	1881	Montreal, Que.....	106	6	22	3	6	7	145	Dickson Anderson, Montreal, Que.
100,090	Ruby.....	St. John, N.B.....	Schr—Glt.....	1892	Greenwich, N.B.....	40	5	14	7	4	8	15	W. J. Dean, Musquash, N.B.
107,500	Ruby.....	Quebec.....	Sloop.....	1897	St. Siméon, Que.....	37	2	15	5	4	4	14	Henry Savard, St. Siméon, Que.
90,535	Runner.....	Montreal.....	".....	1885	St. Louis, Que.....	71	7	19	5	5	2	42	A. Daneau, jr. Pierreville, Que.
100,773	Rupert.....	Chatham, N.B.....	Schr—Glt.....	1890	Caracquet, N.B.....	36	4	12	6	4	8	12	P. Rive, Caracquet, N.B.
103,602	Rush Light.....	Sydney.....	".....	1896	Fourchie, N.S.....	57	2	19	3	7	4	51	A. B. Hooper, Fourchie, N.S.
103,273	Russel.....	Chatham, N.B.....	".....	1894	Miscou, N.B.....	36	2	12	4	4	8	10	J. M. Ward, Miscou, N.B.
107,772	Ruth.....	".....	Barge—Chd.....	1875	Lilliesand, Norway.....	138	0	30	0	17	0	448	Hugh D. McKenzie, Halifax, N.S.
96,727	Ryse.....	".....	Schr—Glt.....	1889	Shippegan, N.B.....	36	2	12	3	4	6	11	Sinai Ache, Shippegan, N.B.
107,909	S. B.....	St. Andrews.....	Sloop.....	1890	St. John, N.B.....	30	0	11	3	5	0	12	Shadrack Bancroft, Grand Manan, N.B.
107,293	S. C. H.....	Annapolis.....	Schr—Glt.....	1900	Digby, N.S.....	67	8	20	3	6	5	49	J. S. Hayden, Victoria Beach, N.S.
107,417	S. O. Co. No. 52.....	Montreal.....	Barge—Chd.....	1898	Elizabethport, N. J., U.S.A.	139	0	30	6	11	9	433	The Imperial Oil Co., Ltd., Montreal, Que.
85,558	S. A. Crowell.....	Yarmouth.....	Schr—Glt.....	1884	Salmon River, N.S.....	49	4	16	6	7	0	23	Luke LeBlanc, Salmon River, N.S.
96,953	S. A. Fownes.....	St. John, N.B.....	".....	1890	Hampton, N.B.....	90	4	27	6	7	4	123	Arthur W. Adams, St. John, N.B.
100,312	S. C. Hood.....	Yarmouth.....	".....	1892	Yarmouth, N.S.....	38	0	13	8	5	3	12	Timothy Powell, Yarmouth, N.S.
51,781	S. E. Cove.....	Halifax.....	".....	1866	Port Medway, N.S.....	65	0	21	0	8	0	54	Reni Fongère, D'Escousse, N.S.
96,810	S. E. Parker.....	".....	".....	1891	Owl's Head, N.S.....	49	8	16	8	6	9	40	G. T. Tuckett, Lapoile, Nfld.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Dimensions.			Depth. Profondeur.		
						Length. Longueur.	Breadth. Largeur.				
						Ft. 100lbs	Ft. 100lbs	Ft. 100lbs			
59,674	S. G. Marshall.....	Halifax.....	Schr—Glt.....	1868	Rustico, P.E.I.....	65 2	20 9	6 3	51	Matthew Smith, Wellington, Kent Co., N.B.	
92,643	S. & J. Collier.....	Bowmanville.....	".....	1862	South Marysburg, Ont.....	106 0	23 8	8 7	146	A. M. Palmatier, Picton, Ont.	
73,114	S. Mackay.....	Halifax.....	".....	1876	Chezzetcook, N.S.....	30 0	12 0	5 5	16	Robert McGrath, jr. Halifax, N.S.	
90,455	Sabaskong..	Winnipeg.....	Barge—Chd.....	1882	Rat Portage, Ont.....	53 5	13 4	4 2	17	W. R. Dick, Winnipeg, Man.	
37,630	Sabine.....	St. Andrews.....	Schr—Glt.....	1872	Parrsboro', N.S.....	58 2	19 8	8 0	50	Joseph Bennett, Boston, Mass., U.S.A.	
74,139	Sadie.....	Halifax.....	".....	1876	LaHave, N.S.....	58 0	19 3	7 5	44	Isaiah Fougère, Larry's River, N.S.	
90,848	Sadie.....	Charlottetown.....	".....	1887	Lunenburg, N.S.....	74 2	23 0	8 5	79	W. H. Aitken, Charlottetown, P.E.I.	
92,608	Sadie M.....	Sydney.....	".....	1889	Ingonish, N.S.....	32 0	12 9	5 3	11	D. McLeod, Ingonish, N.S.	
111,771	Sadie No. 3.....	Victoria.....	Barge—Chd.....	1901	Vancouver, B.C.....	90 0	28 0	6 6	108	George McGregor, Victoria, B.C.	
111,779	Sadie No. 4.....	".....	".....	1902	".....	90 0	28 0	6 6	108	Geo. McGregor, Victoria, B.C.	
100,493	Sadie Turpel.....	".....	Schr—Glt.....	1892	Victoria, B.C.....	76 0	20 5	7 4	56	Victoria Sealing Co., Ltd., Victoria, B.C.	
74,335	Safe.....	Halifax.....	".....	1877	Tusket, N.S.....	60 5	18 2	6 1	35	David Doucet, Cheticamp, N.S.	
71,307	Sagona.....	Richibucto.....	Bk—Bq.....	1882	Rexton, N.B.....	169 0	33 7	20 0	777	John Jardine, <i>et al.</i> , Rexton, N.B.	
83,404	Sailors Home...	Halifax.....	Schr—Glt.....	1882	Malbone Bay, N.S.....	76 5	23 2	8 9	93	J. T. Thompson, Halifax, N.S.	

SESSIONAL PAPER No. 21b

69,082	Saint Agnes.	"	"	1874	Chezzecook, N.S.	49 8	16 9	7 3	38	L. B. Corkum, East Jeddore, N.S.
107,404	St. Aimé.	Montreal.	Sloop.	1898	St. Aimé, Que.	99 2	22 9	6 5	106	Z. Lebrun, St. Aimé, Que.
111,484	St. Alfred.	Quebec.	"	1900	Portneuf, Que.	55 8	17 0	4 6	24	Arthur Tremblay, Portneuf, Que.
103,361	St. Alfred.	"	"	1895	Château Richer, Que.	56 6	16 2	4 8	24	T. Bois, St. Siméon, Que.
103,615	St. Alphonse.	"	"	1894	St. Alphonse, Que.	38 6	15 4	5 3	20	Elloi Pednault, Isle aux Coudres, Que.
94,876	St. Alphonse.	Montreal.	"	1889	Pierreville, Que.	108 7	23 0	8 0	149	Alphonse Mongeau, Sorel, Que.
107,562	St. Anthony.	Parrsboro'	Schr—Glt	1899	Parrsboro', N.S.	85 9	26 4	8 6	100	P. McLaughlin, Parrsboro', N.S.
77,594	St. Antoine.	Montreal.	Sloop.	1879	St. Marcel, Que.	80 5	19 7	4 4	51	Damase Chausse, Lanoraie, Que.
100,363	St. Antoine.	Quebec.	Barge—Chd	1891	Ste. Croix, Que.	85 6	22 4	6 6	85	V. Charland, St. Jean des Chailions, Que.
69,657	St. Antoine.	"	"	1873	Montmorency, Que.	99 8	22 8	7 1	99	Thomas Sonne, Montreal, Que.
112,026	St. Antoine.	"	"	1901	Leclercville, Que.	83 4	23 3	7 2	98	Antoine Morneau, Leclercville, Que.
103,838	St. Antoine.	"	Schr—Glt	1895	Château Richer, Que.	64 7	21 0	7 6	54	P. Gosselin, Château Richer, Que.
107,502	St. Antoine.	"	Sloop.	1898	St. Siméon, Que.	32 4	14 2	4 4	12	A. Vezina, St. Siméon, Que.
107,669	St. Antoine.	"	"	1899	Crane Island, Que.	39 8	16 4	5 4	22	Wilfred Vezina, Crane Island, Que.
116,214	St. Antoine.	"	"	1902	Les Eboulements, Que.	59 4	18 0	5 2	32	Solenie Tremblay, Les Eboulements, Que.
111,488	St. Antoine.	"	Schr—Glt	1900	St. Fulgence, Que.	72 0	20 6	6 8	54	Arthemas Lajoie, St. Fulgence, Que.
107,679	St. Antoine de Padoue.	"	"	1900	La Petite Rivière, St. François Xavier, Que.	71 4	22 4	6 4	58	Alfred Bouchard, Petite Rivière, Co. Charlevoix, Que.
107,885	St. Bartelemy.	Montreal.	Sloop.	1899	St. Aimé, Que.	67 7	18 4	4 6	37	Bartelemy Caron, St. Aimé, Que.
111,613	St. Benoit.	Quebec.	Schr—Glt	1901	La Petite Rivière, St. François Xavier, Que.	67 2	20 2	5 2	41	Joséph Bouchard, Petite Rivière, Que.
107,570	St. Bernard.	Parrsboro'	"	1901	Parrsboro', N.S.	90 8	26 7	9 1	123	P. McLaughlin, Parrsboro', N.S.
85,390	St. Bernardin.	Montreal.	Sloop.	1882	St. Thomas, Que.	101 0	23 3	6 7	101	Nazaire Lavigne, Charlemagne, Que.
111,486	St. Cécile.	Quebec.	Schr—Glt	1900	Isle aux Coudres, Que.	70 0	23 9	7 2	65	R. Hudson, Quebec, Que.
73,060	St. Charles.	"	Barge—Chd	1872	Yamaska, Que.	99 5	22 0	6 7	107	Jean Salvaie, Yamaska, Que.
107,676	St. Charles.	"	Sloop.	1899	Green Island, Que.	38 0	14 8	4 4	16	Adolphe Fraser, Green Island, Que.
103,131	St. Charles.	"	"	1893	L'Islet, Que.	30 8	14 6	4 2	16	Phidime Moreault, L'Islet, Que.



## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Ft. 100ths	Ft. 100ths	Ft. 100ths		
100,597	St. Charles.....	Montreal.....	Sloop.....	1891	Pierreville, Que.....	104 4	22 4	6 9	121	Charles Mongeau, Sorel, Que.
71,210	St. Clair.....	Chatham, Ont.....	Schr—Glt.....	1875	Sophiasburgh, Ont.....	82 0	21 0	8 0	101	Peter Haggbloom, Port Burwell, Ont.
107,117	St. Clair.....	Lunenburg.....	".....	1898	Lunenburg, N.S.....	85 6	23 5	9 3	98	Charles Smith, Lunenburg, N.S.
94,739	St. Croix.....	Windsor, N.S.....	Bktn—Bkgt.....	1890	Newport, N.S.....	157 9	36 5	16 0	633	Thos. Aylward, Windsor, N.S.
73,100	St. Cyprien.....	Montreal.....	Sloop.....	1872	Pierreville, Que.....	105 0	22 8	7 1	128	J. B. Desmarais, Pierreville, Que.
100,843	St. Edgar.....	Quebec.....	Schr—Glt.....	1893	St. Siméon, Que.....	58 6	18 0	5 0	25	C. Gagnon, St. Siméon, Que.
83,359	St. Edouard.....	".....	Sloop.....	1882	Château Richer, Que.....	61 2	18 9	5 6	39	Jean Boulianne, Bon Désir, Que.
100,368	St. Edouard.....	".....	Barge—Chd.....	1892	Gentilly, Que.....	105 8	22 9	7 3	134	Philippe Carrette, St. Jean des Chail- lons, Que.
92,761	St. Etienne.....	".....	Schr—Glt.....	1888	Tadoussac, Que.....	51 8	20 9	5 6	49	Auguste Côté, Grand Baie, Que.
73,048	St. Eulalie.....	".....	".....	1875	Les Eboulements, Que.....	41 5	14 0	5 8	20	François Bourgoing, Tadoussac, Que.
74,257	St. Flavie.....	".....	".....	1876	St. Flavie, Que.....	46 8	14 7	6 4	28	Ferdinand Emond, Ste. Flavie, Que.
97,135	St. François.....	".....	Sloop.....	1890	L'Islet, Que.....	48 0	16 8	1 8	19	H. Fournier, L'Islet, Que.
107,240	St. François.....	".....	".....	1898	St. Siméon, Que.....	41 6	14 3	4 6	17	J. Foster, St. Siméon, Que.
77,551	St. François Xavier.....	Montreal.....	".....	1874	Batiscan, Que.....	88 0	22 3	6 6	92	L. Bernier, St. Jean des Chailions, Que.

## SESSIONAL PAPER No. 216

69,609 St. François Xavier.	Quebec.	Schr—Glt	1873 Ste. Genevieve de Batis- can, Que.	92 4	22 6	7 0	99 F. X. Desreanu dit Baribeau, Batiscan, Que.
80,747 St. François Xavier.	"	"	1878 Mille Vaches, Que	56 1	17 5	6 0	34 Alfred Renaud, La Petite Rivière, St. François Xavier, Que.
88,288 St. George.	St. John, N.B.	"	1879 Westfield, N.B.	55 5	17 0	3 5	26 C. E. Belyea, St. John, N.B.
92,700 St. George.	Quebec.	"	1888 Lotbinière, Que.	68 4	20 9	5 7	47 J. B. Dussault, Les Ecureuils, Que.
112,032 St. George.	"	Barge—Chd	1902 St. Aimé, Que.	79 2	22 0	6 5	83 Jean B. Daigle, St. Aimé, Que.
97,123 St. George.	"	Sloop	1886 St. Thomas, Que.	52 8	16 4	5 4	26 Narcisse Collin, Montmagny, Que.
111,625 St. George.	"	"	1901 Les Eboulements, Que.	32 8	10 1	5 0	10 George Gagné, Les Eboulements, Que.
111,612 St. George.	"	"	1901 La Petite Rivière, St. François Xavier, Que.	54 0	18 6	5 2	30 Eugene Dufour, Petite François Xavier, Que.
103,364 St. George.	"	"	1894 Château Richer, Que.	60 0	20 6	5 7	43 F. Simard, Château Richer, Que.
100,178 St. George.	Montreal.	"	1891 Shoreham, G.B.	28 7	7 5	4 3	5 William A. Benyon, Montreal, Que.
103,570 St. Gertrude.	"	"	1898 St. François du Lac, Que.	104 9	22 9	6 5	111 O. Mayrand, St. Gertrude, Que.
103,500 St. Helena.	Lunenburg	Schr—Glt	1896 Lunenburg, N.S.	97 8	23 8	9 5	99 H. Wynaht, Lunenburg, N.S.
103,329 Saint Helier.	Port Hawkesbury.	"	1900 Eastern Harbour, N.S.	35 4	11 9	6 9	12 C. Robin, Collas & Co., Ltd., Jersey.
80,700 St. Hilaire.	Montreal	Sloop	1892 Batiscan, Que.	102 2	23 0	8 6	146 Louis Sauvageau, Champlain, Que.
107,491 St. Hilaire.	Quebec.	"	1898 Baie St. Paul, Que.	42 6	18 0	6 0	29 P. Turgeon, Baie St. Paul, Que.
111,623 St. Hilaire.	"	Schr—Glt	1901 Grandes Bergeronnes, Que.	70 4	20 3	6 0	50 Thomas Bois, St. Siméon, Que.
St. Hyacinthe.	Montreal.	Barge—Chd	1873 Hawkesbury, Ont.	95 8	23 2	5 2	74 P. Tellier, Lachine, Que.
53,817 St. Jean.	Quebec.	"	1865 Batiscan, Que.	83 0	22 6	5 6	68 Jean Lenay, St. Jean des Chaillons, Que.
74,220 St. Jean Baptiste.	Montreal	Sloop.	1872 St. François, Que.	188 4	22 9	7 9	143 A. Levesque, Lanoraie, Que.
74,223 St. Jean Baptiste.	"	"	1876 Yanaska, Que.	78 5	20 0	4 8	51 C. Levesque, Sorel, Que.
80,676 St. Jean Baptiste.	"	"	1874 Lachine, Que.	82 2	20 6	5 4	58 Thos. Quillan, St. Henri, Que.
111,469 St. John.	Chatham, N.B.	Schr—Glt	1901 Shippegan, N.B.	40 7	13 0	5 2	13 John Aché, Shippegan, N.B.
52,481 St. Joseph	Quebec.	Barge—Chd	1865 Champlain, Que.	95 7	22 5	7 2	106 Louis Morinville, Champlain, Que.
83,354 St. Joseph	"	Schr—Glt	1881 Isle Verte, Que.	45 5	15 1	3 5	13 J. Peron, Les Eboulements, Que.
69,659 St. Joseph.	"	"	1875 St. Jean Port Joli, Que.	39 0	15 0	6 1	18 Jos. Picard, Cap St. Ignace, Que.

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						Fl. 100ths.	Fl. 100ths.	Fl. 100ths.		
73,004	St. Joseph	Quebec	Bgtn—Bkgt.	1875	Cap St. Ignace, Que.	111 5	27 1	11 9	233	J. A. Magnire, Quebec, Que.
73,036	St. Joseph	"	Barge—Chd	1871	St. Aimé, Que.	100 7	23 0	7 0	115	Leon Robidoux, St. Aimé, Que.
92,350	St. Joseph	"	"	1888	St. Emélie, Que.	77 4	22 6	6 0	60	Fritz Parrot, Leclercville, Que.
97,136	St. Joseph	"	Sloop	1890	L'Islet, Que.	34 8	11 3	5 0	14	Henri Tremblay, St. Etienne de la Mal- baie, Que.
100,867	St. Joseph	"	"	1888	Isle aux Coudres, Que.	47 6	15 6	4 8	19	A. Boily, St. Louis, Isle aux Coudres, Que.
103,353	St. Joseph	"	"	1894	St. Jean des Chaillons, Que.	56 4	17 2	5 2	22	A. Hamel, St. Jean des Chaillons, Que.
103,626	St. Joseph	"	Schr—Glt	1895	Les Ecoreuils, Que.	98 9	22 9	7 2	111	A. Bois, Les Ecoreuils, Que.
103,840	St. Joseph	"	"	1896	Château Richer, Que.	98 0	23 2	6 9	99	E. Himbeault, Château Richer, Que.
107,232	St. Joseph	"	"	1897	St. Siméon, Que.	64 6	20 5	5 6	48	A. Renaud, La Petite Rivière, St. Fran- çois Xavier, Que.
111,481	St. Joseph	"	Sloop	1900	La Petite Rivière, St. François Xavier, Que.	59 4	20 4	5 0	36	Grégoire Bluteau, Petite Rivière, St. François Xavier, Que.
111,617	St. Joseph	"	Schr—Glt	1901	Isle aux Coudres, Que.	54 9	18 8	6 0	34	Joseph Samson, Quebec, Que.
74,204	St. Joseph	Montreal	Sloop	1874	Pierreville, Que.	74 7	20 8	5 2	53	A. Desmarais, St. François, Que.
85,770	St. Joseph	"	"	1884	Sorel, Que.	97 3	23 0	7 2	103	Joseph Champagne, Nicolet, Que.
85,775	St. Joseph	"	"	1882	Pierreville, Que.	97 6	23 0	6 9	112	W. Carpentier, Champlain, Que.



## SESSIONAL PAPER No. 21b

90,548 St. Joseph	"	"	1886 Sorel, Que	104 7	23 0	6 2	101 Ensebe Lussier, Sorel, Que.
St. Joseph	"	Barge—Chd	1862 Yamaska, Que...	95 7	23 0	6 5	98 Alexis Page, Lanoraie, Que.
St. Joseph	"	"	1863 Batiscan, Que	91 5	22 6	5 2	66 Alexis Page, Lanoraie, Que.
90,733 Saint Joseph	Port Hawkesbury	Schr—Glt	1867 Margaree, N.S.	49 0	16 0	6 7	27 John H. Beaver, Pleasant Harbour, N.S.
78,037 St. Joseph	Chatham, Ont.	"	1880 Stony Point, Ont.	50 0	15 4	4 0	14 A. Bruly, Chatham, Ont.
103,008 St. Joseph	Chatham, N.B.	"	1893 Shippegan, N.B.	38 3	12 3	4 8	12 A. Aché, Shippegan, N.B.
107,234 St. Joseph Saumons.	Quebec	Sloop	1898 St. Jean Port Joli, Que.	49 8	18 2	5 6	28 Edmond Gagné, Cap St. Ignace, Que.
111,622 St. Laurent	"	Schr—Glt	1901 Grand es Bergeronnes, Que.	71 2	20 8	6 4	53 Alfred Tremblay, Grandes Bergeronnes, Que.
85,467 St. Laurent	"	"	1882 Rimouski, Que	75 2	21 0	7 1	70 Joseph Oncllett, St. Germain de Ri- monski, Que.
77,875 St. Laurent	"	"	1874 Rivière du Loup, Que...	32 7	12 5	4 5	11 Geo. C. Stephen, Montreal, Que.
97,138 St. Laurent	"	Sloop	1886 L'Islet, Que.	51 0	19 6	5 2	28 Arthur Leclerc, Quebec, Que.
St. Laurent	Montreal	Barge—Chd	1871 Sorel, Que.	79 4	22 8	5 1	69 A. Gervais, St. Louis de Bonsecours, Que.
74,240 St. Lawrence	"	Sloop	1872 Pierreville, Que.	97 6	23 0	7 0	102 Moise Lamirande, St. François, Que.
107,737 St. Lawrence	Kingston	Dredge—Drague	1890 Cornwall, Ont	90 2	30 1	6 0	125 W. H. Davis, Ottawa, Ont.
73,974 St. Léon	Quebec	Barge—Chd	1873 St. Jean des Chaillons, Que.	93 2	22 0	7 3	104 Fidèle Laliberté, Village des Chaillons, Que.
103,461 St. Lidwina	Arichat	Schr—Glt	1899 L'Ardoise, N.S.	35 9	10 2	5 3	11 Alexander Peters, L'Ardoise, N.S.
59,967 St. Louis	Quebec	Barge—Chd	1869 Ste. Emélie, Que	94 0	20 0	5 7	73 Jos. Chénard, Ste. Emélie, Que.
74,276 St. Louis	"	Schr—Glt	1875 Mille Vaches, Que.	64 7	17 5	7 3	47 B. Caron, Les Escoumains, Que.
107,496 St. Louis	"	Sloop	1897 St. Siméon, Que.	37 0	13 0	4 0	13 L. Dufour, St. Siméon, Que.
100,362 St. Louis	"	"	1891 Isle aux Coudres, Que.	43 4	15 4	5 8	23 Alf. Berge-ron, Isle aux Coudres, Que.
74,250 St. Louis	Montreal	"	1876 St. Hugues, Que.	77 8	19 5	5 0	50 N. Lavigne, Montreal, Que.
90,541 St. Louis	"	"	1886 Yamaska, Que.	97 1	22 4	7 1	114 A. Laplante, Lachine, Que.
75,636 Saint Louis	St. Catharines	Bktn—Bkgt.	1877 St. Catharines, Ont.	127 7	26 2	11 9	334 D. Sylvester, Toronto, Ont.
85,397 St. Louis de Bonse- cours.	Montreal	Sloop	1878 St. Louis, Que.	73 5	18 6	4 6	40 F. Varieur, St. Louis de Bonsecours, Que.
100,173 St. Marie	"	"	1893 St. Aimé Que.	79 4	20 2	5 0	52 Nazaire Lavigne, Charlemagne, Que.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. inches Pieds Pouces	Ft. inches Pieds Pouces	Ft. inches Pieds Pouces			
77,596	St. Marie	Montreal	Sloop.	1897	Sorel, Que.	101 0	22 3	6 5		117	A. Fortier, Montreal, Que.
	St. Marie	"	Barge—Chd	1864	Lachine, Que.	93 6	20 0	6 6		103	P. Laplante, Lachine, Que.
54,500	St. Martin's Packet.	Arichat.	Schr—Glt	1863	St. Martin's, N.B.	58 8	18 2	6 8		42	Alphie Cormier, Buctouche, N.B.
94,872	St. Maurice.	Montreal.	Sloop	1888	Pierreville, Que.	98 6	22 7	6 6		112	Olivier Paul, jr., Sorel, Que.
103,723	Saint Maurice	Parrsboro'	Schr—Glt	1896	Port Greville, N.S.	119 9	31 3	11 3		272	A. W. Copp, Parrsboro', N.S.
66,017	St. Michel	Quebec.	Sloop.	1872	St. Jean des Chaillons, Que.	93 2	23 5	7 2		103	L. Lefleur, Village des Chaillons, Que.
94,877	St. Michel	Montreal.	"	1837	Yanaska, Que.	92 0	20 8	6 4		90	Philip Carrette, St. Jean des Chaillons, Que.
92,543	St. Nicholas	"	"	1885	Pierreville, Que.	85 8	16 9	4 0		45	Canadian Construction Company, Ltd., Montreal, Que.
100,453	St. Nicholas	Quebec.	Schr—Glt	1861	Château Richer, Que.	70 0	23 8	6 4		66	James Russell, Matane, Que.
103,464	St. Patrick.	Arichat.	"	1895	L'Ardoise, N.S.	55 5	14 3	8 0		27	Louis Dickson, Louisburg, N.S.
108,000	St. Patrick.	Canso	"	1901	Port Felix, N.S.	43 0	13 2	7 6		18	R. Belfontaine, Port Felix, N.S.
100,832	St. Patrick.	Montreal.	Sloop	1890	Pierreville, Que.	93 0	22 5	6 3		96	Elisée Daneau, St. Thomas de Pierre- ville, Que.
83,096	Saint Patrick	Chatham, N.B.	Schr—Glt	1884 1894	Margaree, N.S.	41 2	13 9	5 7		16	J. White, Alberton, P.E.I.
75,076	St. Patrick de Fraser- ville.	Quebec.	"	1877	Rivière du Loup, Que.	54 2	18 5	5 9		36	A. Desbien, Isle aux Coudres, Que.

## SESSIONAL PAPER No. 21b

97,174	St. Paul	Windsor, N.S.	Bktn—Bkgt.	1890	Newport, N.S.	134 9	33 0	15 0	440	Thomas Aylward, Windsor, N.S.
97,137	St. Paul	Quebec	Sloop.	1891	Baie St. Paul, Que.	61 8	19 0	5 8	39	N. Deslile, Ste. Croix, Que.
111,620	St. Paul	"	"	1901	"	66 6	24 6	6 2	56	Louis Mailoux, Bay St. Paul, Que.
107,776	St. Peter	Chatham, N.B.	Schr—Glt	1900	Shippegan, N.B.	39 0	12 6	5 0	12	Adolphe Aché, Shippegan, N.B.
83,089	Saint Peter	Pictou, N.S.	"	1883	Mabou, N.S.	38 5	13 0	5 6	16	Edwin Gillis, Tignish, P.E.I.
97,187	St. Peter	Windsor, N.S.	Bktn—Bkgt.	1891	Newport, N.S.	148 6	35 0	16 0	551	Thos. Aylward, Windsor, N.S.
88,297	St. Philippe	Quebec	Barge—Chd	1884	St. Thomas de Pierre-ville, Que.	100 0	22 5	7 4	121	Jos. Durand, Champlain, Que.
64,987	St. Pierre	"	"	1869	Champlain, Que.	84 0	19 0	5 6	62	Isidore Hardy, Ste. Anne de la Parade, Que.
97,140	St. Pierre	"	Schr—Glt	1891	Baie des Bacons, Que.	67 4	20 6	5 0	44	L. Bouchard, Portneuf, Que.
103,624	St. Pierre	Quebec	"	1896	St. Fulgence, Que.	66 6	21 2	6 6	55	Jos. Lajoie, St. Fulgence, Que.
77,553	St. Pierre	Montreal	Sloop.	1876	St. Pierre, Que.	82 5	22 0	6 0	76	L. St. Cyr, St. Pierre les Becqueta, Que.
80,688	St. Pierre	"	"	1881	Sorel, Que.	102 2	22 2	6 6	113	P. Mongeau, Sorel, Que.
77,584	St. Pierre	"	"	1875	St. Thomas, Que.	70 0	18 3	4 3	39	P. Bellefeuille, Sorel, Que.
107,899	St. Pierre	"	Dredge—Drague	1899	Three Rivers, Que.	79 2	28 0	8 1	180	Antoine St. Pierre, Three Rivers, Que.
103,987	St. Roch	Quebec	Sloop.	1897	Grandes Bergeronnes, Que.	57 0	19 0	4 8	32	A. Tremblay, Grandes Bergeronnes, Que.
107,228	St. Roch	"	"	1897	Isle aux Grues, Que.	64 2	21 0	5 2	41	C. Vézina, Isle aux Grues, Que.
103,564	St. Roch	Montreal	"	1894	Pierreville, Que.	107 9	22 8	7 9	110	J. Robillard, Montreal, Que.
107,318	St. Stephen	Halifax	Schr—Glt	1899	Fort Felix, N.S.	47 5	12 7	6 8	19	Moses Cahoon, Canso, N.S.
111,902	St. Thomas	Arichat	"	1901	Rockdale, N.S.	30 0	11 0	5 6	10	Thomas Pottier, Rockdale, N.S.
112,041	St. Thomas	Quebec	Sloop.	1902	Montmagny, Que.	62 4	19 5	5 7	37	Alfred Tremblay, Montmagny, Que.
73,090	St. Zénon	Montreal	"	1870	Lanoraie, Que.	97 0	23 0	6 3	96	E. Haynemand, Lanoraie, Que.
107,225	Ste. Alphonsine	Quebec	Schr—Glt	1897	Château Richer, Que.	59 0	18 6	8 1	44	F. Simard, Château Richer, Que.
88,319	Ste. Anne	"	"	1883	St. Antoine, Que.	34 6	13 5	5 3	14	C. Vézina, Crane Island, Que.
73,026	Ste. Anne	"	"	1878	Betchouane, Que.	45 0	16 2	6 5	20	Lazare Michaud, Isle Verte, Que.
92,765	Ste. Anne	"	"	1886	Bon Désir, Que.	48 8	16 8	6 4	28	J. Truchon, Bon Désir, Que.



## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Dimensions.				
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 100ths	Ft. 100ths	Ft. 100ths		
64,951	Ste. Anne	Quebec.	Barge—Chd	1876	Ste. Anne de la Parade, Que.	95 5	21 3	7 2	93	Pierre N. Pleau, Ste. Anne de la Parade, Que.
69,577	Ste. Anne	"	Schr—Glt	1875	Ste. Anne de Chicoutimi, Que.	63 2	19 8	7 3	54	Mme. Salomé Parent, Fraserville, Que.
74,251	Ste. Anne	"	Barge—Chd	1873	Lanoraie, Que.	90 8	22 5	7 7	120	Alfred Morin, Champlain, Que.
85,466	Ste. Anne	"	Schr—Glt	1883	Ste. Luce, Que.	59 0	19 3	6 6	44	Jos. Chartier, Cacouna, Que.
83,352	Ste. Anne	"	"	1881	Seven Islands, Que.	44 1	13 7	6 4	18	D. Morin, L'Islet, Que.
83,360	Ste. Anne	"	"	1878	St. Fabien, Que.	36 4	12 5	4 4	13	Peter Fraser, Notre Dame de Isle Verte, Que.
103,149	Ste. Anne	"	"	1894	Isle aux Coudres, Que.	55 6	17 4	6 0	36	Cleophas Vezina, St. Michel de Belle- chasse, Que.
107,461	Ste. Anne	"	"	1898	St. Irénée, Que.	83 4	23 7	9 2	102	Celestin Lajoie, St. Irénée, Que.
107,670	Ste. Anne	"	"	1899	Moise River, Que.	41 2	13 6	5 6	18	Cleophas Pelletier, Little Matane, Que.
107,677	Ste. Anne	"	Barge—Chd	1898	St. Antoine de Tilley, Que.	96 6	25 1	7 2	122	Lean Collin, St. Antoine, de Tilley, Que.
103,332	Ste. Anne	"	Schr—Glt	1895	Les Eboulements, Que.	50 8	17 8	6 0	31	A. Tremblay, Les Eboulements, Que.
107,231	Ste. Anne	"	"	1897	Manicouagan, Que.	35 6	12 4	5 4	13	M. Chouinard, Manicouagan, Que.
90,433	Ste. Anne	Barrington.	"	1890	Eel Brook, N.S.	32 0	12 5	4 5	11	F. A. Smith, Cape Island, N.S.
103,973	Ste. Augustine.	Quebec	"	1896	Sandy Bay, Que.	36 4	12 8	5 0	12	Louis Gagnon, Bersimis, Que.

## SESSIONAL PAPER No. 216

66,035	Ste. Catherine	"	"	1869	Point du Lac, St. Maurice, Que.	76 0	22 5	7 0	79	M. S. Delisle, Portneuf, Que.
112,037	Ste. Croix	"	Sloop.	1902	La Petite Rivière, Que.	65 4	20 2	5 6	44	Michel Bluteau, La Petite Rivière, St. François Xavier, Que.
107,607	Ste. Croix	"	"	1899	Ste. Croix, Que.	77 2	21 4	6 2	63	Ubalde Desrochers, Ste. Croix, Que.
66,090	Sainte Elnire	"	Barge—Chd	1872	St. Enclie, Que.	68 0	20 8	5 7	48	Sinai Delorme, Ste. Anne de la Parade, Que.
112,031	Ste. Marie	"	Schr—Glt	1902	Manicouagan, Que.	58 8	18 4	7 0	47	Etienne Landry, Manicouagan, Que.
92,334	Ste. Marie	"	"	1886	Moise, Que.	60 0	20 6	7 8	53	Wilfrid Guimond, St. Jerome de Matane, Que.
107,508	Ste. Marie	"	Barge—Chd	1898	St. Siméon, Que.	95 0	23 2	7 4	107	Arthur Talon, St. Siméon, Que.
107,507	Ste. Marie	"	Schr—Glt	1898	"	64 8	20 2	5 4	41	Wm. Savard, St. Siméon, Que.
88,305	Ste. Marie Anne	"	"	1884	Château Richer, Que.	70 6	19 4	6 4	51	Zéphirin Rhéaume, Château Richer, Que.
74,246	Salaberry	Montreal.	Sloop.	1869	Pierreville, Que.	84 3	22 5	6 0	74	A. Levigne, Charlemagne, Que.
80,763	Salmon Queen	Quebec	Schr—Glt	1881	Murray Bay, Que.	38 5	14 0	4 5	15	J. Jean, Murray Bay, Que.
92,545	Salvail	Montreal	Barge—Chd	1887	Yamaska, Que.	107 7	22 7	8 4	168	Pierre Letendre, Yamaska, Que.
107,301	Sam Slick	Windsor, N.S.	Schr—Glt	1898	Mt. Denison, N.S.	78 0	22 9	8 8	90	J. A. B. Shaw, Windsor, N.S.
77,858	Sanbo	Sydney	"	1876	Little Bras d'Or, N.S.	42 8	13 2	5 1	15	Angus B. Morrison, Ste. Ann's, N.S.
112,383	Samuel C. Hart	"	"	1870	Bath, Me., U.S.A.	116 9	29 0	8 4	198	Reynolds Harrington, Sydney, N.S.
90,632	Samuel Drake	Charlottetown	"	1886	Wood Islands, P.E.I.	67 0	22 0	7 5	68	James Pope, Louisburg, N.S.
103,334	Sancta Anna	Montreal	Sloop.	1894	Pierreville, Que.	116 8	24 8	10 1	228	D. Salvailla and N. Salvailla, Sorel, Que.
75,675	Sancta Maria	Quebec	Schr—Glt	1877	Natashquan, Que.	42 5	13 7	6 0	20	Hypolite Landry, Natashquan, Que.
97,015	Sand Fly	St. Catharines	Sew—Chd	1885	U.S.A.	45 2	20 0	3 1	28	W. Hand, Port Dalhousie, Ont.
88,523	Sandy	Hamilton	"	1880	Hamilton, Ont.	52 0	14 0	4 0	28	Oscar Matthews, M.O., Hamilton, Ont.
88,580	Sandford	Yarmouth	Schr—Glt	1884	Maidland, N.S.	45 5	14 8	5 8	20	W. A. Killam, Yarmouth, N.S.
74,401	Sara	Chatham, N.B.	"	1876	Shippegan, N.B.	35 0	11 3	4 4	11	Nazaire Noël, Shippegan, N.B.
88,296	Sara	Quebec	Yawl—Yole	1884	St. Laurent, Island of Orleans, Que.	28 5	11 2	4 0	8	Adelard Patry, Beaumont, Que.
71,136	Sarah	Port Burwell	Schr—Glt	1882	Port Dover, Ont.	73 3	19 4	6 6	65	C. Graham, Kincardine, Ont.
64,511	Sarah	St. John, N.B.	"	"	"	47 0	15 0	6 7	23	William Russell, Grand Manan, N.B.

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						Ft. 10ths	Ft. 10ths	Ft. 10ths		
100,907	Sarah . . . . .	Chatham, N.B. . . . .	Schr—Glt . . . . .	1890	Carquet, N.B. . . . .	38 1	13 0	4 4	10	R. Young, M.O., Caracet, N.B.
88,438	Sarah A. Townsend. . . . .	Halifax. . . . .	" . . . . .	1884	Pugwash, N.S. . . . .	93 5	25 3	10 8	149	Wm. H. Townsend, Louisburg, N.S.
92,408	Sarah A. W. . . . .	Chatham, N.B. . . . .	" . . . . .	1887	Miscou, N.B. . . . .	38 7	12 9	5 3	15	Robt. J. Wilson, Miscou, N.B.
36,152	Sarah Ann . . . . .	Halifax. . . . .	" . . . . .	1888	New Dublin, N.S. . . . .	46 3	14 9	6 3	20	James L. Oxner, Chester Basin, N.S.
103,010	Sarah B. . . . .	Chatham, N.B. . . . .	" . . . . .	1889	Carquet, N.B. . . . .	36 5	12 2	4 5	10	J. Le Bouthiller, Carquet, N.B.
59,378	Sarah Beach . . . . .	Parrsboro' . . . . .	" . . . . .	1876	St. Andrews, N.B. . . . .	51 0	17 6	5 6	28	Daniel Fulmore, Five Isles, N.S.
61,907	Sarah D. . . . .	Liverpool. . . . .	" . . . . .	1870	Liverpool, N.S. . . . .	38 0	13 5	5 3	12	J. Hawbolt, Chester, N.S.
94,756	Sarah E. Ellis. . . . .	St. John, N.B. . . . .	" . . . . .	1889	Baxter's Harbour, N.S. . . . .	42 7	15 3	6 1	19	L. Houghton, Hall's Harbour, N.S.
85,483	Sarah H. Scton . . . . .	Shelburne . . . . .	" . . . . .	1883	Lockeport, N.S. . . . .	80 0	23 0	8 9	95	Albert Garnier, St. George's Bay, Nfld.
75,630	Sarah Jane. . . . .	St. Catharines . . . . .	" . . . . .	1873	Port Robinson, Ont. . . . .	131 0	24 5	9 5	238	J. S. Nesbitt, Sarnia, Ont.
100,746	Sarah Jane . . . . .	Windsor, N.S. . . . .	" . . . . .	1896	Baxter's Harbour, N.S. . . . .	40 0	14 0	5 6	15	Jas. D. Ellis, Kingsport, N.S.
64,803	Sarah L. Oxner. . . . .	Halifax. . . . .	" . . . . .	1872	Port Medway, N.S. . . . .	48 0	17 4	7 0	34	Edward D. Delory, Georgetown, P.E.I.
103,252	Sarah M. . . . .	St. John, N.B. . . . .	" . . . . .	1894	Black River, N.B. . . . .	69 0	23 0	5 8	77	R. P. & W. F. Starr, Ltd., St. John, N.B.
100,218	Sarah M. W. . . . .	Halifax. . . . .	" . . . . .	1892	St. Margaret's Bay, N.S. . . . .	38 2	12 7	5 5	14	Hezekiah Wambout, Indian Harbour, N.S.





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						Dimensions.					
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths Pieds 10ths	Ft. 10ths Pieds 10ths	Ft. 10ths Pieds 10ths			
	Sea Bird.....	Kingston..	Schr—Glt. ....	1867	Battersea, Ont. ....	91 8	21 9	7 7	121	Mary A. Cameron, Pictou, Ont.	
97,042	Sea Bird..	Halifax ..	" ..	1869	Chezzetcook, N.S. ....	38 2	13 7	5 8	17	Louis Murphy, Ship Harbour, N.S.	
100,959	Sea Bird..	Chatham, N.B. ....	" ..	1892	Shippegan, N.B. ....	34 0	12 1	5 0	10	W. S. Loggie Co., Ltd., Chatham, N.B.	
69,967	Sea Breeze.....	Arichat.....	" ..	.....	Gloucester, Mass, U.S.A.	60 8	18 9	6 8	47	Aime A. Terrio, West Arichat, N.S.	
59,322	Sea Flower.....	St. John, N. B. ....	" ..	1870	St. George, N.B. ....	34 0	12 4	5 0	11	James Thompson, Chance Harbour, N.B.	
53,603	Sea Flower.....	Charlottetown.....	" ..	1865	Margaree, N.S. ....	46 0	17 0	6 6	26	L. Lavache, West Arichat, N.S.	
100,901	Sea Flower.....	Chatham, N.B. ....	" ..	1892	Caraget, N.B. ....	37 0	12 7	5 0	12	R. Young, M.O., Caraget, N.B.	
100,914	Sea Flower.....	" ..	" ..	1892	" ..	36 0	12 2	5 3	11	C. Robin, Collas & Co., Ltd., Jersey.	
75,724	Sea Foam.....	Yarmouth.....	" ..	1878	Salmon River, N.S. ....	70 7	23 0	8 5	75	A. O. Porter, Tusket Wedge, N.S.	
83,254	Sea Foam.....	Annapolis ..	" ..	1883	Granville, N.S. ....	49 9	17 8	6 5	28	R. Wilson, Charlesville, N.S.	
88,284	Sea Foam.....	St. Andrews.....	" ..	1874	Briar Island, N.S. ....	33 4	12 0	5 3	13	Daniel Leavitt, St. George, N.B.	
96,926	Sea Foam.....	Chatham, N.B. ....	" ..	1890	Malpeque, P.E.I. ....	37 5	13 6	5 6	15	M. Lantaigne Caraget, N.B.	
100,514	Sea Fox.....	Yarmouth.....	" ..	1892	Shelburne, N.S. ....	74 5	15 8	5 6	19	W. C. Newcombe, Hopewell Cape, N.B.	
90,474	Sea Gull..	Maitland.....	" ..	1880	Urbania, N.S. ....	55 0	16 9	4 5	25	R. S. Watson, Admiral Rock, N.S.	

## SESSIONAL PAPER No. 21b

51,969	Sea Hound..	Liverpool.....	"	1866	Tusket Wedge, N.S.....	51 0	16 5	5 8	32	John H. Smith, <i>et al.</i> , Port Monton, N.S.
94,747	Sea King.....	St. John, N.B.....	Wdgt—B&b.....	1888	Cambridge, N.B.....	53 3	20 6	5 7	33	Jessie F. Crawford, Oak Point, N.B.
59,489	Sea Lily.....	Lunenburg.....	Schr—Glt.....	1872	La Have, N.S.....	54 4	18 6	7 3	38	Constant C. Church, Chester, N.S.
71,308	Sea Mouse.....	Richibucto.....	"	1882	Rexton, N.B.....	32 2	12 2	4 6	10	John Doucette, Rexton, N.B.
107,189	Sea Pearl.....	Charlottetown.....	"	1899	Lower Montague, P.E.I.....	33 9	12 6	5 9	11	Augustine Boudreau, Lower Montague, P.E.I.
92,513	Sea Pink.....	St. Andrews.....	"	1878	Briar Island, N.S.....	29 0	10 0	5 0	8	Alfred W. Wilcox, West Isles, N.B.
92,629	Sea Queen.....	Lunenburg.....	"	1883	Mill Cove, N.S.....	43 0	15 6	6 0	21	Geo. D. Young, Mill Cove, N.S.
100,744	Sea Queen.....	Windsor, N.S.....	"	1866	U S A.....	45 2	15 0	5 5	18	Wm. Ogilvie, Summerville, N.S.
37,612	Sea Slipper.....	Charlottetown.....	"	1858	Mahone Bay, N.S.....	50 3	17 4	7 8	41	Seymour Campbell, Montague Bridge, P.E.I.
100,616	Sea Slipper.....	Shelburne.....	"	1891	Green Harbour, N.S.....	32 6	12 8	5 1	11	James Enslow, str., Green Harbour, N.S.
75,680	Sea Star.....	Quebec.....	"	1877	Bethouan, Que.....	57 4	19 5	8 0	52	Louis P. de Courval, Arthabaskaville, Que.
96,731	Sea Star.....	Chatham, N.B.....	"	1889	Shippegan, N.B.....	35 7	12 8	4 8	13	Joseph Savoy, Shippegan, N.B.
74,160	Seabird.....	Charlottetown.....	"	1876	Murray Harbour, P.E.I.....	40 6	14 6	6 1	20	William Reynolds, Murray Harbour, P.E.I.
74,255	Seabird.....	Quebec.....	"	1875	St. Jean des Chaillons, Que.....	80 8	22 8	8 5	104	Gaspard Dorion, Château Richer, Que.
100,255	Seaflee.....	Halifax.....	"	1889	Little Harbour, N.S.....	37 0	12 4	6 0	12	James Stevens, Little Harbour, N.S.
88,229	Seaway.....	"	"	1884	Chezzeetcook, N.S.....	43 8	15 2	6 4	22	Gabriel Murphy, Chezzeetcook, N.S.
100,471	Secret.....	Lunenburg.....	"	1892	Lunenburg, N.S.....	78 5	24 1	9 0	87	John McDonald, Little Narrows, N.S.
100,065	Selma.....	St. John, N.B.....	"	1892	St. Martin's, N.B.....	71 3	23 2	6 2	60	C. T. White, Alma, N.B.
103,097	Selkirk.....	Montreal.....	Sloop.....	1894	Kingston, Ont.....	183 3	34 5	14 5	719	Montreal Transportation Co., Montreal, Que.
100,802	Selma.....	Victoria.....	Schr—Glt.....	1893	Victoria, B.C.....	50 5	13 8	6 8	21	Christopher Lee, Victoria, B.C.
92,341	Semida.....	Quebec.....	"	1887	Grandes Bergeronnes, Que.....	52 0	18 4	7 0	41	Jules Chouinard, Kamouraska, Que.
80,698	Senator.....	Montreal.....	Barge—Chd.....	1882	Kingston, Ont.....	150 7	26 8	9 5	308	Montreal Transportation Co., Montreal, Que.
88,279	Senator.....	St. Andrews.....	Schr—Glt.....	1831	Essex, Mass., U.S.A.....	49 5	17 0	7 0	33	John W. Tincker, West Isles, N.B.
103,774	Senator Snowball.....	Chatham, N.B.....	"	1897	Chatham, N.B.....	53 2	17 7	7 4	31	R. R. Call, Newcastle, N.B.
85,457	Senecal.....	Quebec.....	Sloop.....	1883	Quebec, Que.....	60 0	19 0	5 7	38	Paul Barette, jr., Mille Vaches, Que.



## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10chs Pieds 10toises	Ft. 10chs Pieds 10toises	Ft. 10chs Pieds 10toises		
100,323	Senora.....	Yarmouth.....	Schr—Glt.....	1893	Pubnico, N.S.....	78 2	22 9	8 4	85	M. A. Surette, Pubnico, N.S.
88,340	Senovar.....	Lunenburg.....	".....	1884	Mahone Bay, N.S.....	76 9	23 0	9 0	79	J. B. Gerrion, West Arichat, N.S.
96,871	Sephie.....	Goderich.....	".....	1889	Goderich, Ont.....	136 0	27 6	10 1	261	Ontario Lumber Co., Ltd., Toronto, Ont.
57,132	Serene.....	Parrsboro'.....	".....	1868	Pubnico, N.S.....	69 0	21 0	8 0	54	J. H. Lyons, Parrsboro', N.S.
46,182	Seven Brothers.....	Quebec.....	".....	1863	Bay St. Paul, Que.....	46 0	16 5	7 0	28	A. Renaud, Bay St. Paul, Que.
85,448	Severn.....	Windsor, N.S.....	".....	1884	Newport, N.S.....	148 0	32 6	15 9	446	Edward E. Hutchings, New York U.S.A.
88,648	Severn.....	Charlottetown.....	Bktn—Bkgtl.....	1884	Edmont Bay, P.E.I.....	146 6	29 1	15 9	397	Colin C. Wyllie, London, Eng.
103,215	Severn.....	Ottawa.....	Barge—Chd.....	1890	Buckingham, Que.....	50 0	14 4	4 3	16	G. Bothwell, Buckingham, Que.
100,014	Shafner Brothers.....	Annapolis.....	Schr—Glt.....	1894	Clementsport, N.S.....	98 0	28 8	10 0	148	Thos. Townsend, Louisburg, N.S.
83,073	Shanrock.....	Ottawa.....	Barge—Chd.....	1869	Kingston, Ont.....	108 0	22 0	5 6	116	Albert Vipond, Hudson, Que.
107,334	Shamrock.....	Yarmouth.....	Sloop.....	1899	Pubnico, N.S.....	38 0	12 4	7 0	17	D. E. Watkins, Barrington, N.S.
107,963	Shamrock.....	Lunenburg.....	Schr—Glt.....	1900	Lunenburg, N.S.....	90 4	24 3	9 3	89	Alexander Knickle, Lunenburg, N.S.
107,762	Shamrock.....	Charlottetown.....	".....	1902	Alberton, P.E.I.....	56 6	16 7	6 7	27	G. B. Ellis, Alberton, P.E.I.
111,430	Shamrock.....	Halifax.....	".....	1902	Beckerton, N.S.....	48 7	15 2	7 2	23	Jacob Keizer, Beckerton, N.S.

## SESSIONAL PAPER No. 21b

100,346 Shamrock.	Maitland.	"	1902 Maitland, N.S.	68 5	20 3	7 6	53 Wm. D. Lawrence, Maitland, N.S.
74,237 Sheba	Montreal.	Sloop	1873 St. Marcel, Que.	71 7	20 4	5 0	44 Hilaire Cartier, St. Louis, Que.
100,418 Shepherd Boy.	Ottawa.	Barge—Chd	1893 Ottawa, Ont.	83 6	21 0	5 3	62 T. H. Kirby, Ottawa, Ont.
96,798 Sherbrooke.	Halifax	Schr—Glt.	1890 St. Mary's, N.S.	75 2	22 6	9 0	96 Charles A. Martell, Main à Dieu, N.S.
111,556 She Said No.	St. Andrews.	Sloop	1888 Pembroke, Me., U.S.A.	28 0	12 0	5 6	11 Samuel Lakeman, Grand Manan, N.B.
77,949 Shoo Fly.	Charlottetown	"	1880 Summerside, P.E.I.	36 2	11 4	4 7	10 Thomas R. Thompson, Tidnish, N.S.
96,928 Sidonian.	"	Bktn—Bkgt.	1890 Grand River, Lot 14, P.E.I.	148 0	29 5	14 9	389 John Yeo, Port Hill, P.E.I.
111,413 Sigdrife	Lunenburg.	Sloop	1877 Boston, Mass., U.S.A.	35 7	11 6	6 5	13 Wm. Westhaver, Lunenburg, N.S.
85,535 Sigfroi.	Yarmouth.	Schr—Glt	1883 Tusket Wedge, N.S.	61 6	18 9	7 0	41 A. D. Giffin Lockeport, N.S.
103,376 Sigurros.	Winnipeg.	"	1893 Icelandic River, Man.	51 0	12 5	4 8	21 Kristyon Finnson, Icelandic River, Man.
59,357 Silver Bell.	St. Andrews.	"	1874 Campo Bello, N.B.	30 5	12 0	5 5	13 Peter Mullock, Campo Bello, N.B.
80,784 Silver Cloud.	Digby.	"	1880 Brighton, N.S.	58 8	18 6	7 0	45 G. I. Letteney, <i>et al.</i> , Digby, N.S.
107,767 Silver Light	Charlottetown	"	1902 Souris West, P.E.I.	88 0	25 3	9 1	124 Thos. Kickham, Souris, P.E.I.
100,961 Silver Moon.	Chatham, N.B.	"	1883 Shippegan, N.B.	37 4	13 0	5 0	14 W. S. Loggie Co., Ltd., Chatham, N.B.
103,733 Silver Spray.	Parrsboro'	"	1897 West Bay, N.S.	31 6	11 9	4 4	9 Isaac Cogswell, Parrsboro', N.S.
74,096 Silver Stream.	Halifax	"	1877 Seaforth, N.S.	52 0	17 6	7 5	35 Parker F. Smith, Port Mouton, N.S.
100,062 Silver Wave.	St. John, N.B.	"	1891 St. Martin's, N.B.	82 1	25 9	7 3	99 Geo. R. McDonough, St. Martin's, N.B.
88,272 Simeon H. Bell.	St. Andrews.	"	1880 Eastport, Me., U.S.A.	31 0	12 2	5 8	14 J. R. Moses, Grand Manan, N.B.
77,629 Singapore.	Kingston.	"	1878 Kingston, Ont.	106 0	25 4	9 9	186 J. C. Sutherland, Goderich, Ont.
75,632 Sir C. T. Van Straubenzie.	St. Catharines	Bktn—Bkgt.	1875 St. Catharines, Ont.	127 7	26 2	13 0	317 John Williams, Toronto, Ont.
100,788 Sir Charles.	Chatham, N.B.	Schr—Glt	1887 Caraquet, N.B.	36 5	12 3	4 5	11 R. Young, M.O., Caraquet, N.B.
107,731 Sir Hector.	Kingston.	Dredge—Drague	1883 Point Lévis, Que.	106 8	34 7	7 0	183 W. J. Poupore, Ottawa, Ont.
107,433 Sir John.	St. Andrews.	Sloop	1892 Grand Manan, N.B.	31 2	11 3	5 0	11 Hiram Morse, Grand Manan, N.B.
97,064 Sir John A. McDon.	Charlottetown	Schr—Glt.	1892 Murray Harbour, P.E.I.	56 5	19 8	6 9	46 John B. Hyde, Murray Harbour, P.E.I.
107,186 Sir Louis.	"	"	1898 Malpeque, P.E.I.	78 5	23 2	8 9	86 Peter McNutt, Darnley, P.E.I.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
107,327	Sir Wilfred.....	Halifax.....	Schr—Glt.....	1899	St. Margaret's Bay, N.S.	39 0	14 5	6 2	18	Charles Fader, St. Margaret's Bay, N.S.	
112,186	Sir Wilfrid.....	Toronto.....	Dredge—Drague.....	1902	Toronto, Ont.....	96 0	36 8	9 7	315	The Polson Iron Works, Toronto, Ont.	
42,987	Sir Wilfrid.....	Pictou, N.S.....	Schr—Glt.....	1863 { 1900	Murray Harbour, P.E.I.	53 8	17 1	7 4	39	Alexander Roberts, Tatamagouche, N.S.	
100,703	Sirdar.....	".....	".....	1899	River John, N.S.....	145 0	35 6	15 7	498	Charles H. McLennan, River John, N.S.	
60,599	Siren.....	Kingston.....	Barge—Chd.....	1874	Pointe Lévis, Que.....	137 3	30 0	9 9	307	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.	
100,050	Sirocco.....	St. John, N.B.....	Schr—Glt.....	1891	St. Martin's, N.B.....	129 5	32 3	10 3	298	Howard D. Troop, St. John, N.B.	
85,645	Sissie Belle.....	Halifax.....	".....	1883	Conquerall, N.S.....	53 0	17 8	7 5	40	Frank Mitchell, Chester, N.S.	
66,844	Sissie Lake.....	".....	".....	1874	Fortune Bay, Nfld.....	52 0	16 4	7 4	27	A. McDonald, Port Hood, N.S.	
100,974	Sivret.....	Chatham, N.B.....	".....	1886	Caracquet, N.B.....	34 3	12 3	4 4	10	R. Young, Caracquet, N.B.	
Six (6).....	.....	Montreal.....	Barge—Chd.....	1872	Pierreville, Que.....	90 1	22 6	5 3	78	N. Beauchemin, St. Aimé, Que.	
Six (6).....	.....	".....	".....	1870	".....	94 0	18 8	6 0	104	Adolphe Gatien, Hull, Que.	
100,733	Skoda.....	Windsor, N.S.....	Bktn—Bkgt.....	1893	Kingsport, N.S.....	168 0	37 0	16 0	658	The Bktn. Skoda Co., Ltd., Wolfville, N.S.	
100,890	Skylark.....	St. John, N.B.....	Schr—Glt.....	1893	Westfield, N.B.....	51 5	15 4	3 1	21	J. L. Belyea, St. John, N.B.	
72,711	Sligo.....	St. Catharines.....	".....	1874	St. Catharines, Ont.....	137 0	23 0	11 8	284	W. J. Pulling, Windsor, Ont.	



## SESSIONAL PAPER No. 21b

103,286	Snipe	Chatham, N.B.	"	1895	Shippegan, N.B.	36	5	12	7	4	8	11	T. Abier, Shippegan, N.B.
78,085	Snow Ball	Chatham, Ont	"	1881	Chatham, Ont	60	0	9	0	3	0	23	A. Morrison, Tilbury East, Ont.
72,991	Snow Bird	Toronto	"	1863	Toronto, Ont.	77	0	18	7	6	7	82	Mary Quinn and Patrick Cassidy, Toronto, Ont.
37,523	Snow Drop	Liverpool	"	1858	Shelburne, N.S.	52	5	16	0	6	8	30	John Snow, Port La Tour, N.S.
100,165	Snow Queen	Charlottetown	"	1891	Mahone Bay, N.S.	63	0	22	0	8	2	67	Edward Boswell, Victoria, Crapaud, P.E.I.
69,179	Snow Queen	Quebec	"	1873	"	71	4	20	2	7	8	55	Jos. Levéque, Chicoutimi, Que.
103,133	Snow Shoe	"	"	1886	Anticosti, Que.	39	0	14	9	5	6	20	Anable Letourneau, Montmagny, Que.
100,982	Snowdrop	Chatham, N.B.	"	1888	Caraquet, N.B.	35	0	12	2	5	0	11	C. Robin, Collas Co., Ltd., Jersey.
75,653	Sophie Jeannette	Quebec	"	1877	Ste. Anne de la Parade, Que.	74	6	22	0	7	2	69	A. Tremblay, Portneuf, Que.
100,803	South Bend	Victoria	"	1881	South Bend, Wash., U.S.A.	58	3	14	8	5	5	21	C. F. Dillon, Victoria, B.C.
85,544	Southern Cross	Parrsboro'	"	1883	Meteghan, N.S.	89	2	21	4	9	0	99	E. A. Vaughan, Parrsboro', N.S.
100,313	Souvenir	Yarmouth	"	1892	Pubnico, N.S.	75	4	22	0	7	8	71	Henry T. D'Entremont, Pubnico, N.S.
85,743	Souvenir	Quebec	Sloop	1883	St. Jean, Island of Orleans, Que.	40	3	15	2	5	4	19	M. Tremblay, St. Siméon, Que.
83,366	Souveraine	"	Schr—Glt	1882	St. Antoine, Que.	64	0	17	5	6	5	48	Wm. Tremblay, Mille Vache, Que.
75,696	Sovereign	Digby	"	1878	Digby, N.S.	54	4	17	4	6	5	31	Clarence Peters, Westport, N.S.
72,568	Sovereign	Kingston	Sloop	1876	Kingston, Ont.	83	4	18	3	4	8	53	James Mullens, Belleville, Ont.
85,611	Sower	Parrsboro'	Schr—Glt	1883	Three Sisters, N.S.	88	0	27	2	9	2	124	D. J. Purdy, St. John, N.B.
59,370	Sparkling Billow	St. Andrews	"	1860	Edgecomb, Me., U.S.A.	48	0	16	9	6	3	25	Geo. R. Batson, Campo Bello, N.B.
77,731	Sparmaker	St. John, N.B.	"	1879	Gilbert Cove, N.S.	45	0	17	5	6	0	24	F. W. Mills, Advocate Harbour, N.S.
111,840	Sparrow	Digby	"	1902	Meteghan, N.S.	46	0	12	5	7	0	28	Moses Terrio, Meteghan, N.S.
77,956	Speed	Yarmouth	"	1880	Clementsport, N.S.	38	7	13	2	5	4	13	R. Nickerson, Hopewell Cape, N.B.
85,596	Speedwell	St. John, N.B.	"	1883	Chipman, N.B.	78	4	26	4	6	9	83	Mrs. Ellen G. Driscoll, St. John, N.B.
69,383	Speedwell	Gaspé	"	1876	Corner of Beach, Que.	48	5	15	3	7	3	34	Frank Assels, New Carlisle, Que.
42,438	Speedy	"	"	1872	Point St. Peter, Que.	69	7	20	4	8	6	65	C. Robin Collas, & Co., Ltd., Jersey.
100,978	Speedy	Chatham, N.B.	"	1888	Caraquet, N.B.	36	0	12	2	5	0	11	"

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
103,610	Speedy	Sydney.	Schr—Glt	1887	Burgeo, Nfld.	30 0	9 4	6 6	5	H. J. Ford, North Sydney, N.S.
103,475	Spindrift.	Victoria.	"	1895	Esquimalt, B.C.	42 0	14 8	4 4	13	G. Bebbington, Esquimalt, B.C.
111,529	Spray.	Digby.	"	1901	Digby, N.S.	34 5	10 3	5 5	12	Percy Taylor, Digby, N.S.
107,810	Spray	St. John, N.B.	"	1900	Greenwich, N.B.	67 7	22 0	5 8	72	A. J. Gorham, Greenwich, N.B.
103,253	Spring Bird	"	"	1893	Wickham, N.B.	40 4	14 1	4 2	19	A. W. Theall, Westfield, N.B.
88,470	Spring Bird.	Arichat.	"	1870	Kennebunk, Me., U.S.A.	78 0	22 3	8 0	78	Wm. Gerrior, West Arichat, N.S.
77,971	Springvale	Victoria.	"	1862	Port Townsend, Wash., U.S.A.	48 0	19 0	3 0	20	Springvale Water Co., Ltd., Victoria, B.C.
103,783	Springwood.	Shelburne	"	1897	Lockeport, N.S.	95 8	24 0	9 3	98	Wm. McMillan, Lockeport, N.S.
94,997	Spy.	Charlottetown.	"	1889	Pinette, P.E.I.	57 7	16 5	6 3	35	James Miller, Murray Harbour North, P.E.I.
72,950	Stadacona	Quebec.	"	1875	Les Eboulements, Que.	85 1	24 0	10 4	132	J. B. Barette, Mille Vaches, Que.
	Staghound	Montreal	Barge—Chd	1869	Rivière du Loup, Que.	103 4	21 5	7 6	139	Harbour Commissioners, Montreal, Que.
103,538	Staletta	Halifax.	Schr—Glt	1896	Spry Harbour, N.S.	49 6	15 0	6 5	25	Geo. E. Boak, Halifax, N.S.
85,612	Standard.	"	"	1883	Parrsboro', N.S.	72 1	25 4	6 6	65	Lewis F. Hill, Ship Harbour, N.S.
97,133	Stanley.	Quebec.	Sloop	1891	Montmagny, Que.	61 2	18 6	5 7	34	Jacques Mercier, jr., Montmagny, Que.

## SESSIONAL PAPER No. 216

111,744 Stanley .....	Lunenburg, N.S. ....	Schr—Glt .....	1902 Chester Bay, N.S. ....	94 8	24 2	9 6	100 Thos. A. Wilson, Bridgewater, N.S.
100,963 Stanley .....	Chatham, N.B. ....	" .....	1892 Caraquet, N.B. ....	34 0	12 3	4 4	10 P. Rive, Caraquet, N.B.
103,087 Stanley. ....	" .....	" .....	1893 " .....	34 0	12 5	4 8	10 François Boudin, Miscou Island, N.B.
90,843 Stanley Mac .....	Charlottetown .....	" .....	1889 Isaac's Harbour, N.S. ....	80 0	23 3	10 0	99 C. Lyons, Charlottetown, P.E.I.
63,193 Star .....	Halifax .....	" .....	1874 Mahone Bay, N.S. ....	55 0	18 2	6 8	33 David Goyette, Cape Hogan, N.S.
..... Star .....	Montreal .....	Barge—Chd .....	1873 Quebec, Que. ....	136 3	26 0	9 9	321 Montreal Transportation Co., Montreal, Que.
103,152 Star .....	Vancouver .....	Schr—Glt .....	1895 Vancouver, B.C. ....	34 9	11 2	4 2	9 Donald Todd, Vancouver, B.C.
80,384 Star .....	Parrsboro' .....	" .....	1881 Parrsboro', N.S. ....	71 8	21 0	8 2	66 C. H. Smythe, Parrsboro', N.S.
71,387 Star in the East .....	" .....	" .....	1876 " .....	43 7	17 9	6 1	24 T. W. Elliott, Economy, N.S.
53,600 Starlight .....	Halifax .....	" .....	1865 Chezzetcook, N.S. ....	47 7	16 0	6 8	23 Philip Young, Petpeswick, N.S.
100,325 Starlight .....	Yarmouth .....	" .....	1889 Argyle, N.S. ....	32 0	12 6	5 0	10 J. Goodwin, Argyle, N.S.
74,620 Star of the East .....	Windsor, N.S. ....	Bk—Bq .....	1876 Glasgow, G.B. ....	183 3	30 7	18 5	734 The Bk. Star of the East Co., Ltd., Windsor, N.S.
103,193 Startle .....	Halifax .....	Schr—Glt .....	1894 Port Mouton, N.S. ....	34 0	12 2	5 6	11 Théotime Blanchard, Caraquet, N.B.
103,359 Steadfast .....	Quebec .....	" .....	" .....	58 8	18 2	6 7	40 M. Saingelais, Les Escounnais, Que.
83,500 Stella .....	Liverpool .....	" .....	1883 Port Mouton, N.S. ....	31 5	11 4	6 0	10 Joseph Winters, Liverpool, N.S.
88,465 Stella .....	Arichat .....	" .....	1893 River Bourgeoise, N.S. ....	64 3	18 3	7 3	46 D. Finlayson, Arichat, N.S.
111,903 Stella .....	" .....	" .....	1901 " .....	34 3	11 5	5 0	14 Camille Boncher, River Bourgeoise, N.S.
100,763 Stella .....	Toronto .....	Sloop .....	1892 Oakville, Ont. ....	30 7	11 5	4 5	5 R. W. Eyre and A. B. Holcroft, J. O., Toronto, Ont.
107,188 Stella .....	Charlottetown .....	Schr—Glt .....	1899 Rollo Bay, P.E.I. ....	40 0	13 9	5 4	15 P. P. Delaney, Magdalen Islands, Que.
111,491 Stella Marie .....	Quebec .....	" .....	1899 Les Ecureuils, Que. ....	80 0	22 6	6 9	80 Napoléon Martin, Les Ecureuils, Que.
72,943 Stella Maris .....	" .....	" .....	1875 St. Antoine, Que. ....	71 9	22 0	7 0	70 T. Gosselin, Ste. Croix, Que.
73,976 Stella Maris .....	" .....	" .....	{ 1897 } { 1890 } " .....	62 4	20 8	5 9	44 Joseph Dussault, Les Ecureuils, Que.
80,753 Stella Maris .....	" .....	" .....	1890 Esquimaux Point, Que. ....	61 6	20 5	7 8	51 Felix Gagné, Malbaie, Que.
112,038 Stella Maris .....	" .....	" .....	1902 Manicouagan, Que. ....	55 8	17 0	6 0	32 Eusèbe Godreau, Manicouagan, Que.
103,707 Stella Maris .....	Chatham, N.B. ....	" .....	1896 Caraquet, N.B. ....	38 5	14 0	4 8	19 L. Friolet Caraquet, N.B.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.		
69,601	Stella Matutina	Quebec	Schr—Glt	1873	Ste. Eulalie, Que.	84 7	21 5	6 9	75	A. Harvey, St. Thomas, Montmagny, Que.
100,076	Stella Maud	St. John, N.B.	"	1891	Waterborough, N.B.	80 3	26 8	7 5	99	Jos. E. Miller, Waterborough, N.B.
100,444	Stella May	Canso	"	1895	Canso, N.S.	39 0	11 4	6 1	12	James Meagher, Canso, N.S.
100,707	Stewiacke	Pictou, N.S.	Bk—Bq	1870	Norway	136 0	30 6	16 2	386	Alfred Dickey, Lower Stewiacke, N.S.
79,998	Still Water	St. John, N.B.	"	1879	Portland, N.B.	186 4	37 4	22 5	1052	Howard D. Troop, St. John, N.B.
	Stone Lifter	Montreal	Barge—Chd	1859	Montreal, Que.	164 1	22 7	6 0	67	Harbour Commissioners, Montreal, Que.
96,809	Stranger	Halifax	Schr—Glt	1891	Ship Harbour, N.S.	49 8	17 3	7 0	36	Robert Carter, Ship Harbour, N.S.
90,648	Stranger	Barrington	"	1885	Argyle, N.S.	46 0	14 3	5 8	20	James C. McGray, Cape Island, N.S.
100,829	Stranger	Lunenburg	"	1879	La Have, N.S.	35 5	11 8	5 2	11	G. Richard, La Have, N.S.
100,832	Stranger	"	Bktn—Bkglt	1893	Bridgewater, N.S.	149 3	34 8	15 6	540	T. A. Wilson, Bridgewater, N.S.
107,325	Stratheona	Halifax	Schr—Glt	1900	Bay St. George, Nfld.	51 2	15 3	7 0	27	Walter LeRoux, Bay St. George, Nfld.
111,407	Stratheona	Lunenburg	"	1900	Lunenburg, N.S.	90 4	24 3	9 3	89	Freeman Anderson, Lunenburg, N.S.
112,057	Stratheona	Windsor, N.S.	"	1902	Mount Denison, N.S.	125 6	29 8	10 7	251	H. H. Greeno, Cheverie, N.S.
100,387	Strathern	Matland	Bk—Bq	1893	Matland, N.S.	212 8	38 8	23 5	1272	A. Putnam, Halifax, N.S.

## SESSIONAL PAPER No. 21b

90,477 Strathlisa.	"	1890	1920	23 5	1290
107,186 Stroller .....	Charlottetown .....	Schr—Glt .....	1898 Port Hawkesbury, N.S. . . . .	37 3	12 5
72,964 Stuart H. Dunn .....	Toronto .....	{ 1877 } Marysburgh, Ont. ....	164 8	26 8	12 7
103,940 Stuart L. ....	Chatham, N.B. ....	1898 Chatham, N.B. ....	58 5	19 9	8 2
94,675 Success.....	Halifax .....	1889 Spry Bay, N.S. ....	40 2	15 2	5 7
107,281 Success.....	Paspebiac .....	1900 Liverpool, N.S. ....	112 0	27 4	11 0
85,302 Sultan .....	Montreal .....	1883 Montreal, Que. ....	104 6	22 4	7 1
92,694 Sultana.....	Winnipeg .....	1889 Fort Frances, Ont. ....	65 5	14 2	5 2
74,018 Sunbeam.....	Halifax .....	1876 Mahone Bay, N.S. ....	71 6	22 4	8 9
111,838 Sunlocks .....	Digby .....	1901 Belliveau's Cove, N.S. ....	68 0	20 7	7 0
100,532 Sunny South.....	" .....	1892 Bear River, N.S. ....	152 4	34 6	13 0
107,076 Sunol .....	St. John, N.B. ....	1893 St. John, N.B. ....	27 0	10 5	3 9
96,962 Sunrise.....	Yarmouth .....	1890 Jordan River, N.S. ....	42 0	14 3	6 7
90,502 Sunrise.....	Parrsboro' .....	1885 Parrsboro, N.S. ....	37 7	11 2	5 5
61,404 Superb.....	Chatham, N.B. ....	1871 Shippegan, N.B. ....	39 6	13 8	4 6
64,954 Supérieure.....	Quebec .....	1870 Champlain, Que. ....	101 5	22 0	7 9
111,845 Superior .....	Chatham, N.B. ....	1901 Caraquet, N.B. ....	40 0	13 1	5 5
74,213 Surprenant .....	Montreal .....	1874 Pierreville, Que. ....	96 0	22 7	5 7
100,448 Surprise .....	Canso .....	1898 Canso, N.S. ....	40 8	13 8	6 7
85,625 Surprise.....	Parrsboro' .....	1884 Parrsboro', N.S. ....	68 7	20 6	7 1
92,745 Surprise.....	Charlottetown .....	1893 Port Elgin, N.B. ....	46 5	13 5	6 2
103,772 Surprise.....	Chatham, N.B. ....	1894 Caraquet, N.B. ....	36 0	11 9	4 8
69,133 Susan .....	Halifax .....	1874 Mahone Bay, N.S. ....	41 0	14 2	5 6
75,453 Susan .....	Windsor, N.S. ....	1877 Kempt, N.S. ....	43 6	14 8	6 3
85,390 Susan C. ....	Barrington .....	1883 St. Margaret's Bay, N.S. ....	44 3	15 0	6 5

## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued

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Official number. Numéro matricule.	Name of Ship. Nom de navire.	Port of Registry. Port d'enregistrement.	Rig. Grément.	Built—Construit.	Where Built. Lieu de construction.	Register Dimensions.				Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner and Address. Armateur ou armateur géant et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.			
69,433	Susan King	Charlottetown	Schr—Glt	(1875 1891	Tatamagouche, N.S. Port Elgin, N.B.	53 6	16 9	5 3		28	Adam A. Grant, Port Elgin, N.B.
100,274	Susie N	Windsor, N.S.	"	1892	Hall's Harbour, N.S.	52 0	18 0	6 8		39	N. W. Eaton, Spencer's Island, N.S.
92,367	Susie Pearl	St. John, N.B.	Wdbrt—B&B	1887	Waterborough, N.B.	75 8	24 7	6 8		75	Joshua Prescott, Sussex, N.B.
100,435	Susie Prescott	Moncton	Schr—Glt	1892	Albert, N.B.	79 2	25 7	7 6		99	Crandall S. Prescott, Albert, N.B.
100,524	Suva	Parrsboro'	"	1893	Port Greville, N.S.	72 0	20 4	7 6		69	A. Falkner, Parrsboro', N.S.
80,846	Swallow	Charlottetown	"	1885	Wallace, N.S.	48 7	17 7	6 6		29	M. Finlayson, Pinette, P.E.I.
83,093	Swallow	Port Hawkesbury	"	1880	Margaree, N.S.	36 0	12 0	5 6		12	Duncan McDonald, Margaree, N.S.
74,048	Swallow	Sydney	"	1877	Big Bras d'Or, N.S.	43 1	14 2	5 7		16	Wm. Carey, Big Bras d'Or, N.S.
96,752	Swallow	St. John, N.B.	"	1889	Chipman, N.B.	81 6	26 3	7 2		90	H. D. Troop, St. John, N.B.
100,065	Swallow	"	"	1891	Westfield, N.B.	52 8	17 1	3 7		26	R. J. Armstrong, St. John, N.B.
103,006	Swallow	Chatham, N.B.	"	1893	Shippegan, N.B.	34 0	12 2	4 6		11	T. Ahier, Shippegan, N.B.
103,947	Swallow	"	"	1899	Caraquet, N.B.	37 0	12 6	5 0		13	C. Robin, Collas & Co., Ltd., Jersey.
103,762	Swan	"	"	1896	"	38 1	13 0	4 8		14	T. Ahier, Shippegan, N.B.
90,431	Swan	Barrington	"	1889	Port La Tour, N.S.	33 5	12 2	4 9		10	George Smith, Port La Tour, N.S.



## SESSIONAL PAPER No. 21b

100,609	Swan	Shelburne	"	1893	Shelbourne, N.S.	73 0	19 2	7 5	56	Milton Haines, Freeport, N.S.
100,011	Svanhilda	Annapolis	"	1892	Granville, N.S.	87 4	26 4	8 3	120	S. T. Salter, Parrsboro', N.S.
75,468	Swansea	Windsor, N.S.	Bk-Bq	1877	Hantsport, N.S.	163 6	33 6	25 0	746	T. C. Marsters, Hantsport, N.S.
100,986	Swift	Chatham, N.B.	Schr-Glt	1888	Caraquet, N.B.	35 6	12 6	5 0	11	Chas. DeGruchy, Caraquet, N.B.
90,493	Swift Current	Port Hawkesbury	"	1885	St. Mary's Bay, N.S.	64 8	22 0	7 8	65	E. Boswell, Victoria, P.E.I.
103,761	Swing	Chatham, N.B.	"	1893	Caraquet, N.B.	34 6	12 3	4 8	11	Agapit Albert, Caraquet, N.B.
72,953	Sylvester Neelon	St. Catharines	"	1875	St. Catharines, Ont.	137 0	26 2	12 0	291	The Collin's Bay Rafting & Forwarding Co., Kingston, Ont.
111,822	T. J. K. 1	Vancouver	Scow-Chd	1901	Vancouver, B.C.	72 0	21 0	5 0	59	Henry Clyne, Vancouver, B.C.
111,713	T. A. Mahone	Lunenburg	Schr-Glt	1901	Mahone Bay, N.S.	70 2	21 8	8 0	64	Abraham Ernst, Mahone Bay, N.S.
54,080	T. W. S. Greser	Digby	"	1866	La Have, N.S.	51 0	17 4	7 2	30	Andrew Joggins, et al., Westport, N.S.
77,836	T. W. Smith	Halifax	"	1879	Chezzetcook, N.S.	48 5	17 5	7 0	35	Isaac Dauphinee, St. Margaret's Bay, N.S.
75,528	T. Owens	Montreal	Barge-Chd	1874	Montreal, Que.	94 0	19 2	5 7	90	The Charlemagne & Lac Ouarean Lumber Co., Ltd., Charlemagne, Que.
66,047	Tadousac	Quebec	Schr-Glt	1864	Malbaie, Que.	40 0	13 0	5 1	14	Elzear Gauthier, St. Irene, Que.
103,614	Tadousac	"	Sloop	1895	Tadousac, Que.	53 5	17 9	4 9	41	Benoit Bergeron, Sault au Cochon, Que.
103,754	Talmouth	Lunenburg	Schr-Glt	1897	La Have, N.S.	92 8	24 4	10 0	100	Fred. Remby, La Have, N.S.
107,541	Taniwha	St. John, N.B.	Sloop	1897	St. John, N.B.	33 3	9 9	4 2	6	Robert Seely, St. John, N.B.
100,475	Tartar	Lunenburg	Schr-Glt	1892	La Have, N.S.	65 7	21 4	8 5	61	W. N. Reinhardt, La Have, N.S.
111,636	Tasmania	"	"	1901	Lunenburg, N.S.	94 3	24 9	9 8	99	Howard Wynaht, Lunenburg, N.S.
78,000	Tay	Ottawa	Barge-Chd	1880	Hull, Que.	111 7	22 4	6 8	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
92,369	Tay	St. John, N.B.	Schr-Glt	1887	Black River, N.B.	93 7	27 7	7 1	125	Peter McIntyre, St. John, N.B.
61,411	Telegraph	Richibucto	"	1869	Miramichi, N.B.	39 3	13 5	5 8	20	John Jardine, jr., Rexton, N.B.
74,129	Telephone	Port Medway	"	1877	Port Medway, N.S.	73 3	20 7	8 3	70	J. Weston, Rexton, N.B.
59,387	Telephone	St. Andrews	"	1877	St. Andrews, N.B.	43 0	15 2	6 1	19	Charles H. Greenwood, Campo Bello, N.B.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.		
59,872	Temperance .....	Quebec .....	Barge—Chd .....	1867	Deschambault, Que .....	63 0	20 0	5 2	35	O. Caron, Château Richer, Que.
74,062	Temperance .....	Windsor, Ont. ....	Scow—Chd .....	1877	Tilbury West, Ont .....	66 0	17 0	4 1	38	J. B. Gervais, Tilbury West, Ont.
61,718	Temperance .....	Port Hawkesbury ..	Schr—Glt .....	1873	Margaree, N.S. ....	53 7	15 6	6 5	26	Daniel McNeil, Port Hood, N.S.
64,454	Temperance Bell ..	St. John, N.B. ....	" .....	1870	Johnston, N.B. ....	81 6	27 1	7 1	77	M. H. Tufts, St. John, N.B.
59,149	Templar .....	" .....	Whbr—Bab. ....	1868	Grand Lake, N.B. ....	74 7	25 9	6 9	78	Geo. H. Shannon, St. John, N.B.
74,122	Temple Bar .....	Port Medway. ....	Schr—Glt .....	1876	East Port Medway, N.S.	62 0	20 3	7 6	44	John H. Longuire, Bridgetown, N.S.
107,990	Terence C. Lockwood	Shelburne .....	" .....	1901	Lockeport, N.S. ....	92 9	24 1	9 5	98	Wm. McMillan, Lockeport, N.S.
90,784	Teresa .....	Victoria .....	" .....	1883	San Salvador, U.S.A. ....	80 0	22 3	7 2	63	P. A. Babbington, M.O., Victoria, B.C.
190,777	Tentonic .....	Chatham, N.B. ....	" .....	1892	Caraquet, N.B. ....	36 0	13 0	4 6	11	C. Hubbard, Caraquet, N.B.
.....	Teviot .....	Montreal .....	Barge—Chd .....	1863	Montreal, Que. ....	105 3	22 6	9 1	160	J. Gagnon, Montreal, Que.
80,657	Texas .....	" .....	" .....	1880	" .....	141 0	29 0	8 0	265	Dickson Anderson, Montreal, Que.
80,890	Thames .....	Ottawa .....	" .....	1880	Hull, Que .....	110 7	22 3	7 0	151	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
100,015	Thelma .....	Annapolis .....	Schr—Glt .....	1895	Granville, N.S. ....	68 5	20 0	7 4	49	W. A. Pigott, Granville, N.S.
107,492	Themis .....	Quebec .....	" .....	1898	Baie St. Paul, Que .....	40 8	13 0	4 8	17	A. H. Simard, Baie St. Paul, Que.

## SESSIONAL PAPER No. 21b

90,894	Theresa.	Yarmouth	"	1889	Eel Brook, N.S.	43 8	14 6	5 1	18	R. W. Stevens, Cape Sable Island, N.S.
111,438	Theresa M. Gray.	Halifax.	"	1902	Port Clyde, N.S.	58 0	16 6	7 0	30	Angus Gray, Penmant, N.S.
94,635	Theresa.	Yarmouth	"	1888	Jordan River, N.S.	105 0	26 0	10 1	148	Alfred Peters, Arichat, N.S.
107,307	Theta.	Windsor, N.S.	"	1901	Cheverie, N.S.	148 7	34 8	12 1	420	Rodman Pratt, Cheverie, N.S.
107,545	Phetis.	St. John, N.B.	Sloop	1898	St. John, N.B.	28 0	10 0	3 2	5	Henry R. McLellan, St. John, N.B.
42,322	Thetis.	Halifax.	Schr—Glt	1862	Marie Joseph, N.S.	75 5	22 5	9 5	92	F. W. Peters, Summerside, P.E.I.
92,577	Thetis.	"	Cutter	1888	Dartmouth, N.S.	21 8	6 5	5 3	4	H. R. McLaren, Halifax, N.S.
33		Montreal	Barge—Chd	1870	Sorel, Que.	92 0	18 8	6 0	91	David Gilmour, Trenton, Ont.
73,492	Thirza.	Amherst, M.I	Schr—Glt	1881	Grindstone Island, Que.	39 2	12 5	5 5	14	Timothe LaRade, Magdalen Islands, Que.
96,795	Thistle.	Charlottetown.	"	1890	Furchie, N.S.	49 8	17 8	6 3	34	James McAdam, Sydney, N.S.
83,074	Thistle.	Ottawa.	Barge—Chd	1869	Kingston, Ont.	108 0	22 3	5 5	117	John Eligh and David Eligh, J.O., Bur-
92,346	Thistle.	Quebec.	Schr—Glt	1887	Chicoutimi, Que.	82 2	23 8	10 1	114	ritt's Rapids, Ont.
92,399	Thistle.	Sydney.	"	1888	Little Bras d'Or, N.S.	38 2	13 2	4 7	11	Wm. Price, Quebec, Que.
97,115	Thistle.	St. Andrews.	Sloop	1888	Grand Manan, N.B.	27 0	12 9	5 0	12	W. J. Christie, Little Bras d'Or, N.S.
88,479	Thistle.	Winnipeg	Barge—Chd	1884	Fort Frances, Ont.	48 0	11 9	3 9	25	Frank Ingersoll, Grand Manan, N.B.
100,100	Thistle	St. John, N.B.	Schr—Glt	1893	St. Martin's, N.B.	92 6	27 6	7 9	123	Angus McKinnon, Rat Portage, Ont.
107,074	Thistle	"	Sloop	1897	St. John, N.B.	31 0	11 2	4 0	8	Peter McIntyre, St. John, N.B.
71,634	Thomas	Montreal.	"	1874	Yamaska, Que.	102 0	22 2	6 2	8	G. DeVeber, Gagetown, N.B.
83,070	Thomas Beckett.	Ottawa.	Barge—Chd	1881	Hull, Que	111 4	21 7	7 0	96	E. Courchère, Sorel, Que.
90,823	Thomas H.	Yarmouth	Schr—Glt	1889	Pubnico, N.S.	40 0	13 5	5 1	151	The Ottawa Transportation Co., Ltd.,
Three (3).		Montreal.	Barge—Chd	1870	Pierreville, Que.	94 1	18 8	6 0	13	Seth Nickerson, Barrington, N.S.
88,542	Three Bells.	Barrington	Schr—Glt	1884	Lockeport, N.S.	79 0	23 0	9 0	105	Dennis Murphy, Ottawa, Ont.
42,432	Three Brothers.	Gaspé	"	1866	Esquimaux Point, Que.	49 6	16 0	5 9	92	B. C. Newell, Cape Island, N.S.
96,738	Three Brothers.	Chatham, N.B.	"	1890	Shippegan, N.B.	35 2	12 5	4 8	36	Isidore Boudreau, Esquimaux Point,
107,440	Three Links	St. Andrews.	Sloop.	1899	Grand Manan, N.B.	30 0	11 0	6 0	12	John Young, Tracadie, N.B.
									12	Robert A. Mann, Grand Manan, N.B.



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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
100,814	Three Sisters. ....	Barrington. ....	Schr—Glt. ....	1894	Bear Point, N.S. ....	38 5	13 0	4 2		10	F. O. Brindley, Chebogue, N.S.
75,726	Thrush. ....	Yarrouth. ....	" .....	1878	Cape St. Mary, N.S. ....	40 0	13 7	5 4		13	E. C. Bowers, Westport, N.S.
97,200	Thrush. ....	Montreal. ....	Barge—Chd. ....	1890	Montreal, Que. ....	181 0	34 4	11 7		584	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
103,082	Thrush. ....	Chatham, N.B. ....	Schr—Glt. ....	1890	Shippegan, N.B. ....	32 4	12 0	4 8		10	T. Ahier, Shippegan, N.B.
92,666	Thurso. ....	Ottawa. ....	Barge—Chd. ....	1887	Rockland, Ont. ....	105 0	22 5	7 5		153	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,019	Thurston. ....	Parrsboro' . . . .	Schr—Glt. ....	1895	Fox River, N.S. ....	70 6	21 6	6 0		61	J. H. Allan, Parrsboro', N.S.
100,918	Tickler. ....	Chatham, N.B. . . .	" .....	1892	Caraguet, N.B. ....	39 0	12 8	5 3		12	C. Robin, Collas & Co., Ltd., Jersey.
111,707	Tidal Wave. ....	Lunenburg. ....	" .....	1901	La Have, N.S. ....	78 3	21 7	9 7		75	J. Norman Rafuse, La Have, N.S.
96,931	Tivoli. ....	Shelburne. ....	" .....	1890	Little Harbour, N.S. ....	41 0	15 0	6 5		24	William J. Doane, Red Head, N.S.
	Toledo. ....	Montreal. ....	Barge—Chd. ....	1872	Quebec, Que. ....	137 9	29 6	10 0		362	Montreal Transportation Co., Montreal, Que.
59,156	Tom. ....	St. John, N.B. ....	Schr—Glt. ....	1867	Harvey, N.B. ....	40 4	13 0	4 7		14	Peter Boyle, Chance Harbour, N.B.
85,487	Topaz. ....	Liverpool. ....	" .....	1883	Port Clyde, N.S. ....	85 5	24 5	9 1		104	Henry Hanville, St. Lucia, B. W. Indies.
92,423	Topsy. ....	Prescott. ....	Scow—Chd. ....	1866	Iroquois, Ont. ....	46 0	13 0	4 0		22	Mrs. Sarah M. Carman, Iroquois, Ont.
107,651	Torata. ....	Lunenburg. ....	Schr—Glt. . . .	1899	Malone Bay, N.S. . . .	86 9	24 0	9 5		92	J. Wm. Young, Lunenburg, N.S.

SESSIONAL PAPER No. 21b

88,224	Tormentor	Halifax	"	1873	"	39 8	14 0	5 2	15	Michael Rice, Lower Prospect, N.S.
71,604	Toronto	Montreal	Barge—Chd	1874	Montreal, Que.	150 0	26 0	10 2	335	Montreal Transportation Co., Montreal, Que.
80,696	Torpedo	"	"	1882	"	84 0	22 5	5 0	117	E. E. Gilbert, Montreal, Que.
92,623	Torridon	Charlottetown	Schr—Glt	1887	Pleasantville, N.S.	80 3	23 9	9 6	97	Ronald Campbell, Summerside, P.E.I.
92,540	Tourterelle	Montreal	Sloop	1887	Pierreville, Que.	95 9	22 8	6 5	102	A. Arcand, Portneuf, Que.
88,637	Trade Wind	Whitby	Schr—Glt	1868	Port Hope, Ont.	100 5	21 1	9 0	181	J. Oliver, Kingston, Ont.
90,506	Trader	Parrsboro'	"	1885	Parrsboro', N.S.	70 2	23 0	7 1	73	Norie M. Ogilvie, Parrsboro', N.S.
107,143	Transfer No. 1	Vancouver	Scow—Chd	1898	Vancouver, B.C.	186 4	40 0	12 0	773	Union Colliery Co., Victoria, B.C.
111,733	Transvaal	Lunenburg	Schr—Glt	1902	La Have, N.S.	84 5	23 2	9 0	79	Wm. C. Smith, Lunenburg, N.S.
41,821	Traveller	St. John, N.B.	"	1858	St. Martin's, N.B.	38 3	10 7	5 1	15	David Bradshaw, St. John, N.B.
85,628	Treasurer	Parrsboro'	Ship—3 m.	1884	Economy, N.S.	225 8	40 5	23 6	1329	R. P. Soley, Economy, N.S.
92,567	Trial	Halifax	Schr—Glt	1882	Margaree, N.S.	36 0	12 8	5 6	13	Alexander Cormie, Margaree, N.S.
103,179	Trilby	Digby	"	1895	Sable River, N.S.	53 7	16 5	7 1	31	Francis B. Lent, Westport, N.S.
103,199	Trilby	Canso	"	1895	Liverpool, N.S.	37 0	13 1	5 7	12	Edward Flaherty, Canso, N.S.
100,261	Trinidad	Windsor, N.S.	Bktn—Pkglt	1891	Kempt, N.S.	158 2	36 0	16 1	636	The Bktn. Trinidad Co., Ltd., Windsor, N.S.
64,927	Triumph	Halifax	Schr—Glt	1873	Louisburg, N.S.	53 0	17 2	7 2	38	Albura Corkum, Chester, N.S.
90,681	Triumph	Victoria	"	1887	Shelburne, N.S.	85 0	23 8	9 3	98	J. G. Cox, M.O., Victoria, B.C.
74,277	Trois Saumons	Quebec	"	1876	St. Jean Port Joli, Que.	67 2	19 5	5 2	45	Pascal Tremblay, Baie des Bacons, Que.
	Trout	Ottawa	Barge—Chd	1870	Montreal, Que.	93 0	19 0	6 2	96	S. St. Denis, Lachine, Que.
50,558	True	Sackville	Wdht—Bab	1879	Grand Lake, Queen's Co., N.B.	74 0	23 9	6 4	61	L. McGrath, Parrsboro', N.S.
71,038	True Blue	Yarmouth	Schr—Glt	1876	Clare, N.S.	33 0	11 0	4 0	8	Wallace Haines, Westport, N.S.
103,531	True Love	Halifax	"	1889	Sambro, N.S.	83 2	11 4	5 6	10	John C. Arnold, Terence Bay, N.S.
107,994	True Love	Canso	"	1895	Canso, N.S.	37 0	10 5	5 8	10	David Walsh, Canso, N.S.
88,414	Trumpet	St. John, N.B.	"	1837	Essex, Mass, U.S.A.	45 2	13 9	6 0	20	A. W. Holmes, Beaver Harbour, N.B.
	Try	Montreal	Barge—Chd	1860	Montreal, Que.	91 3	18 7	5 5	84	E. Griffin, Ottawa, Ont.

ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &c.—*Continued.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Suite.*

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
103,998	Try Again	St. Andrews	Sloop.	1898	Meteghan, N.S.	36 1	13 0	5 0	15	A. W. Ingersoll, Grand Manan, N.B.
167,055	Twilight	Barrington	"	1854	Harpwell, Me., U.S.A.	62 4	20 3	4 7	37	Roswell B. Perry, Barrington, N.S.
38,036	Twilight	Digby	Schr—Clt	1865	Long Island, N.S.	39 5	13 6	5 2	14	Benjamin Taylor, Digby, N.S.
75,833	Twilight	Halifax	"	1878	Owl's Head, N.S.	42 0	14 4	6 0	14	E. J. Covey, Indian Harbour, N.S.
64,470	Twilight	St. John, N.B.	"	1870	Portland, N.B.	60 5	17 0	6 6	30	Thos. Traynor, St. John, N.B.
103,332	Two	Winnipeg	Barge—Chd	1895	Rat Portage, Ont.	56 5	14 3	6 3	17	Rainy River Navigation Co., Ltd., Rat Portage, Ont.
	Two (2)	Montreal	"	1872	Montreal, Que	71 4	24 1	8 3	42	Montreal Transportation Co., Montreal, Que.
38,480	Two Brothers	Aricat	Schr—Clt	1866	River Bourgeoise, N.S.	51 6	16 6	7 4	31	Simon Landry, River Bourgeoise, N.S.
103,460	Two Brothers	"	"	1899	L'Ardoise, N.S.	42 4	14 8	6 0	18	Maurice Peters, L'Ardoise, N.S.
107,991	Two Brothers	Canso	"	1898	Port Felix, N.S.	40 0	13 0	6 4	14	Frederick Jello, Port Felix, N.S.
75,895	Two Brothers	Charlottetown	"	1878	Miramichi, N.B.	51 0	16 8	6 3	26	Jos. Kennedy, Montague, P.E.I.
90,494	Two Brothers	Halifax	"	1885	Chezetcook, N.S.	43 8	15 8	6 0	21	Peter Ferguson, Halifax, N.S.
80,879	Two Brothers	Pictou, Ont.	"	1881	Battersca, Ont.	95 0	18 6	4 8	56	Geo. Cousins, Belleville, Ont.
77,920	Two Brothers	Port Hope	"	1868	Port Burwell, Ont.	95 0	23 5	7 5	122	John Wright, Port Hope, Ont.



## SESSIONAL PAPER No. 21b

103,583	Two Brothers.....	Chatham, N.B.....	"	1895	Shippegan, N.B.....	37 0	12 4	4 8	11 W. S. Loggie Co., Ltd., Chatham, N.B.
92,749	Two Sisters.....	Sackville.....	"	1896	Sackville, N.B.....	76 6	25 0	7 2	86 Ed. Kennie, Riverside, N.B.
83,287	Twilight.....	Kingston.....	Sloop.	1882	Dog Lake, Ont.....	79 0	15 8	4 5	41 Clement Bell, Belleville, Ont.
100,575	Tyler.....	Lunenburg.....	Schr—Glt.	1893	Lunenburg, N.S.....	62 7	20 7	8 0	54 W. C. Smith, Lunenburg, N.S.
97,096	Tyree.....	"	"	1890	Bridgewater, N.S.....	126 5	30 0	11 9	285 Thos. A. Wilson, Bridgewater, N.S.
103,869	Uganda.....	Halifax.....	"	1898	Ship Harbour, N.S.....	38 8	12 7	5 2	14 J. B. Stoddard, Ship Harbour, N.S.
94,634	Unbrina.....	Shelburne.....	"	1888	Shelburne, N.S.....	85 0	22 3	9 7	99 Joseph W. Peppet, North Sydney, N.S.
73,027	Una.....	Amherst, M.I.....	"	1879	House Harbour, M.I., Que.	62 6	19 4	7 3	41 Francis Cheverie, Magdalen Islands, Que.
103,172	Una.....	Shelburne.....	"	1894	Shelburne, N.S.....	77 2	22 2	8 2	82 Jas. T. Thomson, Halifax, N.S.
100,235	Una.....	Halifax.....	"	1893	Pleasant Harbour, N.S.....	34 8	11 9	4 1	9 J. Cronan, Halifax, N.S.
88,597	Uncle Sam.....	Barrington.....	"	1885	Pubnico, N.S.....	80 1	23 5	8 2	77 M. O'Brien, Barrington, N.S.
107,957	Ungava.....	Lunenburg.....	"	1900	Mahone Bay, N.S.....	88 8	24 3	9 4	88 Wm. Cleverscy, La Have, N.S.
112,019	Unidella.....	Canso.....	"	1902	White Haven, N.S.....	42 0	13 7	7 0	16 Norman Munroe, White Haven, N.S.
72,095	Union.....	Arichat.....	"	1876	New Bandon, N.B.....	67 5	20 1	10 1	77 Lawrence Gerrior, Arichat, N.S.
42,433	Union.....	Gaspé.....	"	1883	Peninsula, Gaspé, Que.....	40 4	12 6	5 2	19 John Ascah, Anticosti, Que.
61,946	Union.....	Halifax.....	"	1870	Jeddore, N.S.....	44 0	16 4	6 1	22 B. Mountain, Lot 3, Alma, P.E.I.
94,750	Union.....	St. John, N.B.....	"	1889	St. Martin's, N.B.....	79 0	26 6	7 3	97 John J. Shields, Alma, N.B.
107,636	Union No. 8.....	New Westminster.....	Barge—Chd.	1898	Vancouver, B.C.....	56 0	14 0	4 0	28 Union Steamship Co., Vancouver, B.C.
103,742	Unique.....	Lunenburg.....	Schr—Glt.	1896	Mahone Bay, N.S.....	93 1	24 3	9 5	95 A. Ernst, Mahone Bay, N.S.
100,708	Unique.....	Pictou, N.S.....	"	1902	River John, N.S.....	79 1	25 4	8 6	96 C. H. McLellan, River John, N.S.
100,123	Uno.....	Wallaceburg.....	Barge—Chd.	1892	Wallaceburg, Ont.....	76 0	20 2	5 0	75 S. W. Whitley, Sombra, Ont.
96,890	Upper Traverse.....	Ottawa.....	Light ship	.....	.....	77 0	20 0	9 5	97 The Minister of Marine and Fisheries, Ottawa, Ont.
97,098	Urania.....	Lunenburg.....	Schr—Glt.	1891	Lunenburg, N.S.....	85 9	24 5	8 8	100 Nathaniel Smith, Halifax, N.S.

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10chs	Ft. 10chs	Ft. 10chs		
66,997	Uranus .....	St. John, N.B. ....	Schr—Glt. ....	1874	Canning, N.B. ....	73 2	26 4	6 8	74	Chas. D. Dykenan, Canning, N.B.
83,436	Urbain B. ....	Parrsboro' .....	" .....	1887	Belliveau's Cove, N.S. ....	76 8	23 5	8 8	98	H. Gillespie, Parrsboro', N.S.
103,417	Uruguay.....	Lunenburg .....	" .....	1895	La Have, N.S. ....	83 0	23 9	9 3	97	D. Lohnes, La Have, N.S.
94,694	Utah and Eunice .....	Digby .....	" .....	1889	Freeport, N.S. ....	50 3	18 0	6 3	33	M. Haines, <i>et al.</i> , Freeport, N.S.
100,431	Utility.. ..	Moncton .....	" .....	1891	Waterside, N.B. ....	94 1	26 2	7 8	124	W. S. Starratt, Hopewell, N.B.
83,495	Utopia.....	Liverpool .....	" .....	1884	Brooklyn, N.S. ....	81 0	24 8	9 0	98	Wm. L. McLeod, Halifax, N.S.
107,249	V. C. Co., No. 1 ....	New Westminster...	Barge—Chd ....	.....	New Westminster, B.C. ....	47 5	11 6	3 4	15	Victoria Canning Co. of B. C., Ltd., Victoria, B.C.
107,250	V. C. Co., No. 2....	" .....	" .....	.....	" .....	47 0	13 6	3 4	18	" .....
107,252	V. C. Co., No. 3....	" .....	" .....	.....	" .....	55 5	18 0	4 5	41	" .....
107,624	V. C. Co., No. 4 ....	" .....	" .....	1898	" .....	47 5	11 6	3 4	15	" .....
107,629	V. C. Co., No. 5....	" .....	" .....	1898	" .....	52 5	11 6	3 4	21	" .....
107,631	V. C. Co., No. 6....	" .....	" .....	1898	" .....	50 0	13 8	3 6	20	" .....

## SESSIONAL PAPER No. 216

107,632	V. C. Co., No. 7	"	"	1898	"	"	49 0	13 8	4 0	25	"	"
90,669	V. T. H.	Digby	Schr—Glt	1888	Bear River, N.S.	95 4	26 3	9 7	149	Alpheus Marshall, <i>et al.</i> , Bear River, N.S.	"	"
80,692	V. Paradis	Montreal	Barge—Chd	1881	Sorel, Que	130 0	24 7	10 0	214	Nap. Ladouceur, Sorel, Que.	"	"
103,340	Valda	"	Sloop	1890	Lachine, Que	27 0	8 0	1 8	3	A. F. Riddell, Montreal, Que.	"	"
94,743	Valdare	St. John, N.B.	Schr—Glt	1888	Cambridge, N.B.	83 0	27 0	7 2	100	Colin C. Rice, Bear River, N.S.	"	"
92,394	Valencia	Kingston	"	1888	Garden Island, Ont.	178 0	30 8	13 2	543	The Montreal Transportation Co., Montreal, Que.	"	"
90,752	Valetta	St. John, N.B.	"	1885	Rothsay, N.B.	81 0	27 0	7 4	99	Roderick A. Cameron, St. John, N.B.	"	"
83,164	Valiant	Lunenburg	"	1881	LaHave, N.S.	76 5	22 5	8 8	88	Thomas A. Cook, LaHave, N.S.	"	"
111,555	Valkyrie	St. Andrews	Sloop	1895	West Isles, N.B.	37 0	13 0	5 6	16	Lorenzo C. Watt, Grand Manan, N.B.	"	"
100,237	Valkyrie	Halifax	Schr—Glt	1893	Tanook, N.S.	34 4	8 6	3 6	5	H. E. Marsh, Halifax, N.S.	"	"
103,285	Valkyrie	Chatham, N.B.	"	1895	Shippegan, N.B.	36 1	12 0	5 2	12	P. Rive, Caraquet, N.B.	"	"
103,716	Valkyrie	Yarmouth	"	1898	Pubnico, N.S.	34 6	11 7	5 8	11	W. Worthen, Yarmouth, N.S.	"	"
83,101	Valona	Richibucto	Bk—Bq	1884	Rexton, N.B.	173 8	33 5	20 2	890	John Jardine, jr., Rexton, N.B., and H. Andrews, Liverpool, N.S.	"	"
103,852	Vampire	Halifax	Sloop	1897	Dartmouth, N.S.	23 6	6 6	3 5	2	H. De S. Isaacson, Halifax, N.S.	"	"
71,034	Vanguard	Aricat	Schr—Glt	1876	East Port Medway, N.S.	60 7	19 6	7 5	51	Dominiek Boudrot, Petite de Grat, N.S.	"	"
80,630	Vanity	Yarmouth	"	1882	Maitland, N.S.	39 0	12 6	4 8	11	S. F. Perry, Maitland, N.S.	"	"
61,607	Varena	Guysboro'	"	1871	Country Harbour, N.S.	38 4	13 4	5 7	16	Richard Hardy, Rose Blanche, Nfld.	"	"
85,758	Varuna	Quebec	"	1883	St. Jean Port Joli, Que.	51 0	14 9	6 5	24	J. Bouillon, Ste. Anne de la Pte. au Pere, Co. Rimouski, Que.	"	"
	Vassal	Montreal	Barge—Chd	1866	St. Francis, Que.	96 3	22 5	6 8	106	A. Boucher, Sorel, Que.	"	"
100,036	Vedette	Toronto	Yacht	1892	Toronto, Ont.	46 0	9 6	5 2	6	F. M. Gray, and J. C. Reid, J.O., Toronto, Ont.	"	"
100,851	Vega	Quebec	Schr—Glt	1892	Isle aux Coudres, Que.	42 8	15 2	6 2	24	R. Day, Quebec, Que.	"	"
100,434	Velna A.	Moncton	"	1892	Harvey, N.B.	32 6	12 1	4 4	9	J. W. Derry, Harvey, N.B.	"	"
111,731	Vendetta	Lunenburg	"	1902	Lunenburg, N.S.	87 6	24 6	9 4	93	Thomas Hamm, Lunenburg, N.S.	"	"
103,711	Venite	Digby	"	1897	Mavillette, N.S.	45 0	14 0	5 6	16	S. A. Doucette, Mavillette, N.S.	"	"
92,778	Venture	Victoria	"	1888	Vancouver, B.C.	68 3	16 6	6 3	48	Victoria Sealing Co., Ltd., Victoria, B.C.	"	"



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						Ft. 10ths.	Ft. 10ths.	Ft. 10ths.		
96,781	Venture.	Halifax	Schr—Glt	1889	Port Petpeswick, N.S.	54 2	18 9	7 8	43	Edward Dempsey, Herring Cove, N.B.
92,315	Venturer	Liverpool	Bgtn—Bkgt	1886	Brooklyn, N.S.	115 0	29 4	11 8	318	E. E. Hutchings, Brooklyn, N.Y., U.S.A.
100,896	Venturer	Weymouth	"	1896	Meteghan, N.S.	110 0	27 2	10 6	194	" " "
61,401	Venus	Chatham, N.B.	Schr—Glt	1872	Miramachi N.B.	43 4	14 8	5 9	19	Francis E. Winslow, Chatham, N.B.
94,832	Venus	St. Andrews	"	1885	Booth Bay, Me., U.S.A.	59 0	18 4	6 7	42	Jos. Thurber, Freeport, N.S.
103,058	Venus	Yarmouth	"	1894	Shelburne, N.S.	28 0	11 1	5 3	8	C. Blades, Pubnico, N.S.
100,643	Vera	Victoria	"	1887	San Francisco, Cal., U.S.A.	74 0	21 2	8 5	60	Victoria Sealing Co., Ltd., Victoria, B.C.
103,693	Verbenia	Sydney	"	1898	Gabarouse, N.S.	56 0	15 7	5 9	27	G. W. Grant, Gabarouse, N.S.
103,736	Vere B. Roberts	Parrsboro'	"	1898	Parrsboro', N.S.	93 3	27 2	9 2	124	V. B. Roberts, Parrsboro', N.S.
88,292	Veritas	St. Andrews	"	1878	Eastport, Me., U.S.A.	30 3	10 6	5 6	10	Simon Leonard, West Isles, N.B.
107,964	Vernie May	Lunenburg	"	1900	Malone Bay, N.S.	83 2	23 8	9 3	76	Abram Ernst, Mahone Bay, N.S.
79,983	Veronica	St. John, N.B.	Bk—Bq	1879	Indiantown, N.B.	186 4	37 8	22 1	1093	Robt. Thomson and John H. Thomson, St. John, N.B.
71,647	Vert Pomme.	Montreal	Sloop	1872	Pierreville, Que.	101 2	23 4	6 9	111	G. Lebrun, St. Aimé, Que.
100,698	Vesper	Shelburne	Schr—Glt	1893	Sable River, N.S.	35 4	14 0	6 0	14	Chas. Hupman, Sommersville, N.S.

SESSIONAL PAPER No. 216

69,200	Vesta	Pictou, N.S.	"	1874	Mahone Bay, N.S.	68 0	21 6	8 3	64 Geo. McPherson, Fisher's Grant, N.S.
61,501	Vesta	Moncton	"	1868	Jordan River, N.S.	49 5	16 1	6 5	22 W. H. Edgett, Moncton, N.B.
100,304	Vesta	Windsor, Ont.	"	1873	Chamont, U.S.A.	135 3	26 0	11 3	260 Wm. J. Pulling, Windsor, Ont.
85,976	Vesta Pearl	St. John, N.B.	Wdgt-B&b	1882	Canning, N.B.	79 0	27 0	6 8	85 Jacob Mayer, St. John, N.B.
108,811	Vesta Pearl	Lunenburg	Schr-Glt	1893	Shelburne, N.S.	63 0	17 4	7 8	40 Solomon Winters, Rose Bay, N.S.
103,274	Vesuvius	Chatham, N.S.	"	1888	Caraquet, N.B.	35 0	12 1	5 0	10 G. Maillett, Shippegan, N.B.
77,564	Victor	Montreal	Sloop	1872	Yamaska, Que.	104 0	22 7	7 0	115 Geo. Foreman, Grace's Point, Que.
100,715	Victor	"	"	1893	Pierreville, Que.	108 3	22 8	10 4	180 N. Laroche, Pierreville, Que.
80,674	Victor	Ottawa	Barge-Chd	1881	Monte Bello, Que.	108 0	22 6	6 1	140 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,026	Victor	Parrsboro'	Schr-Glt	1836	Saybrook, Conn., U.S.A.	58 8	20 6	6 0	43 G. A. Gaspy, St. John, N.B.
80,058	Victor	St. John, N.B.	"	1881	Moss Glen, N.B.	87 0	26 1	8 4	110 R. M. Henry, Yarmouth, N.S.
107,359	Victoria	Sydney	"	1899	New Haven, N.S.	37 0	12 4	5 0	11 James Turner, Glace Bay, N.S.
111,409	Victoria	Lunenburg	"	1900	LaHave, N.S.	95 6	24 6	9 8	100 Thomas A. Wilson, Bridgewater, N.S.
38,523	Victoria	Arichat	"	1874	French Village, N.S.	52 9	16 5	6 1	24 Henry Burke, French Village, N.S.
74,222	Victoria	Montreal	Sloop	1875	Yamaska, Que.	99 8	21 0	5 9	96 X. Lebrun, St. Aimé, Que.
51,539	Victoria	Quebec	Barge-Chd	1856	St. Jean des Chaillons, Que.	80 0	22 0	7 5	77 L. Houde, St. Jean des Chaillons, Que.
73,055	Victoria	"	Schr-Glt	1860	St. Antoine, Que.	59 3	19 5	6 1	42 Zenophon Legendre, St. Antoine, Que.
100,458	Victoria	"	"	1891	Quebec, Que.	68 0	21 7	6 0	53 E. J. Price, Quebec, Que.
90,709	Victoria	St. Catharines	Scow-Chd	1870	Welland, Ont.	109 0	23 0	6 5	156 Allan J. Holloway, Toronto, Ont.
96,996	Victoria	New Westminster	Sloop	1892	Port Guichon, B.C.	36 0	11 0	3 5	13 John A. Maxwell, Nanaimo, B.C.
100,492	Victoria	Victoria	Schr-Glt	1892	Victoria, B.C.	80 0	20 4	8 4	63 Sprött Balcon, Victoria, B.C.
103,775	Victoria	Chatham, N.B.	"	1897	Shippegan, N.B.	38 9	13 3	5 6	16 W. S. Loggie Co., Ltd., Chatham, N.B.
80,852	Victory	Halifax	"	1880	Moser's River, N.S.	73 2	22 4	9 0	88 Augustus LeBlanc, D'Esrousse, N.S.
85,735	Victory	"	"	1883	Lunenburg, N.S.	79 2	23 6	9 0	97 Robert S. Munn, Harlow Grace, Nfld.
100,052	Victory	St. John, N.B.	"	1890	Waterside, N.S.	86 6	27 7	7 0	124 Ernest W. Lynds, Hopewell Cape, N.B.

2-3 EDWARD VII., A. 1903

## ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths	Ft. 10ths	Ft. 10ths		
59,310	Victory.....	St. Andrews.....	Schr—Glt.....	1865	Harpwell, Me., U.S.A..	30 8	10 4	4 8	8	Geo. Mulholland, Campo Bello, N.B.
61,533	Vidette.....	Port Hawkesbury...	"	1873	Sable River, N.S.....	65 6	22 0	7 9	58	E. C. Whitman, Canso, N.S.
90,558	Vienna.....	Bowmanville.....	"	1871	Port Burwell, Ont.....	102 0	23 5	8 5	136	F. H. Laird and T. E. Laird, J.O., Dresden, Ont.
92,767	Vigie.....	Quebec.....	"	1889	Quebec, Que.....	70 7	19 0	8 6	59	The Corporation of Pilots, Quebec, Que.
92,589	Vigilant.....	Gaspé.....	"	1894	Becscie River, Que.....	32 6	13 0	4 6	11	Luc Cormier, Esquimaux Pt., Que.
100,251	Vigilant.....	Halifax.....	"	1894	Tancook Island, N.S.....	34 3	9 0	3 7	5	Dudley Mills, Halifax, N.S.
100,621	Viking.....	Port Dover.....	Sloop.....	1891	Port Dover, Ont.....	62 0	16 6	7 8	39	F. H. Mitchell, Oakville, Ont.
107,331	Viking.....	Yarmouth.....	"	1899	Yarmouth, N.S.....	30 3	11 6	3 6	9	Charles T. Grantham, Yarmouth, N.S.
103,504	Viking.....	Lunenburg.....	Schr—Glt.....	1896	Lunenburg, N.S.....	85 2	23 6	9 3	96	A. Corkum, LaHave, N.S.
75,785	Village Belle..	Port Medway.....	"	1878	East Port Medway, N.S.	63 8	21 0	8 3	55	S. E. Teel, Vogler's Cove, N.S.
57,602	Village Bride..	Halifax.....	"	1867	Chezzetcook, N.S.....	45 4	15 0	6 4	24	Mrs. Mary A. Marshall, Port Hawkes- bury, N.S.
69,192	Village Queen.....	"	"	1874	Mahone Bay, N.S.....	48 6	15 9	6 6	24	Charles Brundage, Sheet Harbour, N.S.
88,302	Villageois.....	Quebec.....	Barge—Chd.....	1881	St. Jean des Chaillons, Que.	92 6	22 6	6 5	93	G. Gignac, Portneuf, Que.
38,389	Vincent.....	Arichat.....	Schr—Glt.....	1859	Cheticamp, N.S.....	57 9	16 6	6 7	38	Stanislas Boudrot, Cheticamp, N.S.



SESSIONAL PAPER No. 21b

37,418	Vine	Liverpool.	"	1898	Sable River, N.S.	46 2	13 0	6 3	24 N. Munro, Liverpool, N.S.
97,186	Viola.	Windsor, N.S.	"	1891	Salmon River, N.S.	90 0	28 0	9 0	124 J. Willard Smith, St. John, N.B.
100,330	Viola Pearl	Yarmouth	"	1834	Eel Brook, N.S.	45 0	16 7	6 7	24 H. Goodwin, Pubnico, N.S.
100,260	Violet	Halifax.	"	1891	Sambro, N.S.	33 6	11 4	5 0	12 James H. Smith, Sambro, N.S.
94,726	Violet N	Digby	"	1888	Cornwallis, N.S.	54 0	17 8	6 4	32 Andrew Coggings, <i>et al.</i> , Westport, N.S.
90,485	Violet West	Halifax	"	1885	Searforth, N.S.	49 6	18 0	7 0	36 Wm. Burke, Main à Dieu, N.S.
100,548	Violetta	Digby	"	1898	Hillsburn, N.S.	36 0	13 4	5 4	11 A. W. Longmire, Hillsburn, N.S.
96,773	Virgin	Port Hawkesbury	"	1894	Cheticamp, N.S.	33 0	11 4	4 9	10 M. Ramard, Cheticamp, N.S.
103,125	Virgin Queen	St. Andrews.	Sloop	1896	East Machias, Me., U.S.A.	40 0	13 0	5 6	16 Nelsen Morse, Grand Manan, N.B.
112,097	Virginia	Lunenburg	Schr—Glt	1902	Lunenburg, N.S.	98 0	26 0	10 0	114 L. B. Currie, West Dublin, N.S.
70,283	Virginia	Montreal	Barge—Chd	1874	Montreal, Que.	110 0	22 9	8 8	185 The Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
51,537	Virginie	Quebec.	"	1864	Gronlines, Que.	83 3	22 0	7 4	86 E. Hamelin, Gronlines, Que.
74,258	Virginie	"	Barge—Chd	1876	St. Emélie, Que.	95 8	21 5	7 6	112 Solomon Beaud, Sorel, Que.
75,678	Virginie	"	Schr—Glt.	1877	Les Eboulements, Que.	39 0	14 5	5 7	21 E. Talbot, Fraserville, Que.
90,863	Viva.	Victoria.	"	1885	Chester, N.S.	76 9	22 8	9 0	92 Victoria Sealing Co., Ltd., Victoria, B.C.
90,597	Vivian	Lunenburg	"	1885	Lunenburg, N.S.	80 6	23 4	9 0	99 R. Harrington, Sydney, N.S.
36,215	Vivid	Halifax.	"	1859	La Have, N.S.	50 8	16 9	7 7	30 George Stiles, La Poile, Nfld.
75,740	Vivid	Yarmouth	"	1879	Church Point, N.S.	64 0	20 3	7 6	44 T. Z. Spear, Pennfield, N.B.
103,678	Vladimir.	Toronto.	Scow—Chd.	1897	Bracebridge, Ont.	44 4	13 2	4 0	43 S. Brown, Bracebridge, Ont.
100,965	Voltaire	Chatham, N.B.	Schr—Glt.	1891	Shippegan, N.B.	35 0	12 0	4 6	10 P. Rive, Caraquet, N.B.
100,357	Volteiguer	Quebec.	Scow—Chd.	1888	Rimouski, Que.	35 2	13 2	4 8	14 P. Thériault, Rimouski, Que.
103,352	Volteiguer	"	Sloop	1894	Les Escoumains, Que.	60 8	18 6	5 3	34 T. Caron, Les Escoumains, Que.
71,062	Volunteer	Hamilton	Schr—Glt.	1874	Mill Point, Ont.	110 0	26 3	8 5	197 Jane E. Farrington, Belleville, Ont.
96,910	Volunteer	Kingston.	Sloop	1891	Dog Lake, Ont.	88 8	17 0	5 6	59 Barney Black, Kingston, Ont.
103,111	Volunteer	St. Andrews.	"	1888	Grand Manan, N.B.	36 0	12 3	5 0	14 Milton W. Ingersoll, Grand Manan, N.B.

## ALPHABETICAL List of Canadian Registered Sailing Vessels on Registry Books, &amp;c.—Continued.

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100ths	Ft. 100ths	Ft. 100ths			
100,966	Von Moltke.....	Chatham, N.B.	Schr—Glt.	1890	Caraquet, N.B.	36 1	11 9	4 6	11	P. Rive, Caraquet, N.B.	
96,634	Vreda.....	Toronto	Yacht	1888	Troon, G.B.	53 3	10 1	9 5	18	A. G. Peuchen, Toronto, Ont.	
103,588	Vulture.....	Chatham, N.B.	Schr—Glt.	1896	Caraquet, N.B.	36 3	12 5	5 0	13	W. S. Loggie Co., Ltd., Chatham, N.B.	
92,583	W. J. B.....	Gaspe.	"	1890	Corner of Beach, Que.	68 0	20 0	8 8	66	Dan. Mabe, Corner of Beach, Gaspe, Que.	
107,436	W. K. IV.....	Vancouver.	Scow—Chd.	1899	Vancouver, B.C.	59 0	21 9	4 8	52	Simon McKenzie, Vancouver, B.C.	
111,535	W. K. No. III.....	"	"	1891	"	62 0	22 2	5 0	55	Gordon T. Legg, Vancouver, B.C.	
111,536	W. K. No. IV.....	"	"	1891	"	58 0	21 3	5 0	55	"	
111,537	W. K. No. 5.....	"	"	1891	"	58 0	21 0	5 0	54	"	
92,661	W. A. Crombie.....	Ottawa.	Barge—Chd	1887	Ottawa, Ont	110 0	22 0	7 0	155	The Ottawa Transportation Co., Ltd., Ottawa, Ont.	
77,995	W. A. Woodbury.....	"	"	1879	Hull, Que	107 0	22 3	6 9	150	"	
111,560	W. C. Clark.....	St. Andrews.	Schr—Glt	1901	Grand Manan, N.B.	36 0	13 2	6 0	16	Matilda Cheney, Grand Manan, N.B.	
80,893	W. C. Edwards.....	Ottawa.	Barge—Chd	1880	Ottawa, Ont	111 0	22 0	7 1	154	The Ottawa Transportation Co., Ltd., Ottawa, Ont.	

## SESSIONAL PAPER No. 21b

42,023	W. D. Bickford	Digby	Schr—Glt	1890 Hillsburg, N.S.	58 8	17 1	7 5	44 J. A. Steves, <i>et al.</i> , Sackville, N.B.
107,542	W. E. Gladstone	St. John, N.B.	Sloop	1898 Carleton, N.B.	42 0	15 0	5 9	19 Lawton C. Guptill, Grand Manan, N.B.
69,214	W. E. Stowe	Lunenburg	Bgtn—Bkgt	1875 Lunenburg, N.S.	88 0	24 0	10 7	160 J. Eisenhauer, Lunenburg, N.S.
83,174	W. E. Young	"	Schr—Glt	1882 " "	78 0	23 4	8 5	93 Edward Moore, Halifax, N.S.
88,518	W. F. Elizabeth	Sydney	"	1886 St. Peters, N.S.	32 1	12 8	5 1	10 Bradford Lapage, Rustico, P.E.I.
75,743	W. G. Perley	Ottawa	Barge—Chd	1878 Hull, Que	107 1	22 6	7 8	164 The Ottawa Transportation Co., Ltd., Ottawa, Ont.
75,795	W. H. Lewis	"	"	1878 Ottawa, Ont	108 0	22 7	7 6	136 " "
92,639	W. H. Sixsmith	"	"	1887 Hull, Que	112 0	23 0	7 6	147 " "
100,049	W. H. Waters	St. John, N.B.	Schr—Glt	1893 Westfield, N.B.	86 5	28 1	7 9	120 Wm. H. Waters, Westfield, N.B.
71,274	W. J. Suffell	Port Hope	"	1874 Port Burwell, Ont	120 0	26 0	9 8	238 J. Corson, Port Hope, Ont.
57,257	W. L. Lohnes	Lunenburg	"	1866 } La Have, N.S.	55 3	18 1	7 4	38 Wm. Lohnes, La Have, N.S.
69,091	W. M. Vogler	Port Medway	"	1881 } " "	61 5	20 3	7 6	46 J. S. Cochran, Halifax, N.S.
112,724	W. N. Zwicker	Lunenburg	Schr—Glt	1874 Vogler's Cove, N.S.	145 2	32 1	12 5	338 A. H. Zwicker, Lunenburg, N.S.
103,374	W. P. Andrus	Winnipeg	Barge—Chd	1902 Clyde River, N.S.	52 0	12 2	6 0	28 The Rat Portage Fish Co., Rat Portage, Ont.
88,688	W. R. Barry	St. John, N.B.	Wdlt—Bab.	1894 Rat Portage, Ont.	51 1	16 0	4 4	30 Chas. A. C. Gorham, Greenwich, N.B.
100,105	W. R. Huntley	Parrsboro'	Schr—Glt	1885 Westfield, N.B.	100 1	28 4	10 1	167 W. F. Conlon, Parrsboro', N.S.
100,390	W. S. Fielding	Sydney	"	1891 Port Greville, N.S.	38 8	12 9	5 4	14 A. B. Morrison, Ste. Ann's, N.S.
111,696	W. S. Fielding	Liverpool	"	1895 Ingonish, N.S.	115 0	27 9	11 1	199 Abraham W. Hendry, Liverpool, N.S.
111,649	W. S. Wymot	Lunenburg	"	1901 Liverpool, N.S.	90 8	24 7	10 0	100 Charles U. Mader, Mahone Bay, N.S.
100,070	W. W. McLaughlan	St. John, N.B.	Bk—Bq	1901 Mahone Bay, N.S.	160 3	33 4	13 2	471 Ernest W. Lynds, Hopewell Cape, N.B.
103,826	W. W. Ogilvie	Quebec	Schr—Glt	1891 Hopewell, N.B.	97 8	23 8	6 6	95 D. Tousignant, Leclercville, Que.
92,672	W. Dunbar	Pictou, N.S.	"	1896 Ste. Croix, Que.	48 0	17 6	6 6	28 Joseph O. Read, Pugwash, N.S.
100,174	W. Gill	Montreal	Sloop	1887 Brûlé, N.S.	91 0	23 0	6 0	89 Delphis Hanel, St. Thomas de Pierre- ville, Que.
75,529	W. Ownes	"	Barge—Chd	1891 Pierreville, Que.	94 0	19 2	5 7	90 J. Bouvier, St. Roch, Que.
100,543	W. Parnell O'Hara	Digby	Schr—Glt	1874 Monte Bello, Que.	80 2	23 0	8 3	79 Edgar Post, <i>et al.</i> , Digby, N.S.
				1886 Essex, Mass., U.S.A.				



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						Dimensions.					
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.			
						Ft. 100ths	Ft. 100ths	Ft. 100ths			
107,800	Wahbewawa. . . . .	St. John, N. B. . . . .	Sloop. . . . .	1899	St. John, N. B. . . . .	32 2	11 4	4 1	8	Henry Gilbert, jr., Rothesay, N. B.	
83,382	Wales. . . . .	Toronto . . . . .	Schr—Glt . . . . .	1881	Kingston, Ont. . . . .	110 0	21 7	10 0	152	The Muskoka Mill & Lumber Co., Toronto, Ont.	
88,422	Wallula . . . . .	St. John, N. B. . . . .	Wdgt—Bab . . . . .	1884	Chipman, N. B. . . . .	77 0	25 2	6 9	82	John J. Taylor, Parrsboro' N. S.	
92,569	Walter. . . . .	Halifax. . . . .	Schr—Glt . . . . .	1882	Red Head, N. S. . . . .	36 3	13 4	6 5	14	Robert Johnston, Halifax, N. S.	
88,264	Walter J. Clarke. . . . .	Digby. . . . .	" . . . . .	1883	Carleton, N. B. . . . .	50 0	15 5	6 4	20	A. W. Porter, <i>et al.</i> , Westport, N. S.	
94,814	Walter L. Rich. . . . .	Victoria. . . . .	" . . . . .	1887	Booth Bay, Me., U. S. A. . . . .	79 2	22 0	7 6	84	Victoria Sealing Co., Ltd., Victoria, B. C.	
96,944	Walter Miller. . . . .	St. John, N. B. . . . .	" . . . . .	1890	Black River, N. B. . . . .	93 2	27 7	7 3	118	N. C. Scott, St. John, N. B.	
90,683	Walter P. Hall. . . . .	Victoria. . . . .	" . . . . .	1886	Gilbert Cove, N. S. . . . .	78 0	22 8	9 0	99	T. R. Smith, Victoria, B. C.	
	Wanderer . . . . .	Toronto . . . . .	" . . . . .	1866	Oakville, Ont. . . . .	80 0	20 4	7 6	110	John Spence, jr., Southampton, Ont.	
85,617	Wandrian . . . . .	Parrsboro' . . . . .	" . . . . .	1883	Parrsboro', N. S. . . . .	135 3	32 3	12 5	311	Sarah Gillespie, Shulee, N. S.	
100,019	Wanita. . . . .	Windsor, N. S. . . . .	" . . . . .	1897	Granville, N. S. . . . .	60 8	20 0	7 8	42	J. J. Fulmore, Walton, N. S.	
107,561	Wanola . . . . .	Parrsboro' . . . . .	" . . . . .	1899	Port Greville, N. S. . . . .	126 3	31 9	10 5	272	J. Willard Smith, St. John, N. B.	
90,896	Wapiti. . . . .	Yarmouth. . . . .	" . . . . .	1889	Shelburne, N. S. . . . .	90 4	24 2	9 7	100	A. F. Stoneman, Yarmouth, N. S.	
103,594	Warren W. . . . .	Charlottetown. . . . .	" . . . . .	1896	Montague, P. E. I. . . . .	83 0	22 5	8 6	79	George Wightman, Montague, P. E. I.	

## SESSIONAL PAPER No. 21b

61,583	Warrior.....	Halifax.....	"	1875 Jordan River, N.S.....	80 0	22 1	10 0	33 Jas. H. McKimmon, N. Sydney, N.S.
92,378	Wascano.....	St. John, N.B.....	"	1888 Coverdale, N.B.....	88 2	26 3	8 2	115 W. H. Steeves, Hillsboro', N.B.
100,985	Wasp.....	Chatham, N.B.....	"	1888 Caraquet, N.B.....	36 0	12 8	5 0	12 C. Robin, Collas & Co., Ltd., Jersey.
103,855	Wasp.....	Halifax.....	Sloop.....	1897 Dartmouth, N.S.....	23 6	6 6	4 0	2 R. Bauld, Halifax, N.S.
80,356	Watchman.....	Parrsboro', N.S.....	Schr—Glt.....	1879 Parrsboro', N.S.....	55 4	18 5	7 4	46 John Woods, Parrsboro', N.S.
52,198	Watchman.....	St. John, N.B.....	"	1885 Grand Lake, N.B.....	64 0	22 2	6 0	40 H. H. Williger, Kars, N.B.
61,904	Water Lily.....	Halifax.....	"	1870 Liverpool, N.S.....	38 4	14 0	5 5	14 Horatio Zinck, West Dover, N.S.
66,957	Water Lily.....	St. John, N.B.....	Wbdt—Bab.....	1874 Greenwich, N.B.....	75 6	26 3	6 5	71 J. S. Brown, Parrsboro', N.S.
59,325	Water Witch.....	St. Andrews.....	Schr—Glt.....	Essex, Mass., U.S.A.....	39 0	12 0	5 0	12 Eben Greenlaw, West Isles, N.B.
80,961	Waterlily.....	Halifax.....	"	1880 Little Glace Bay, N.S.....	41 6	14 6	5 8	19 Shelah Evans, Halifax, N.S.
.....	Waubashene.....	Toronto.....	"	1872 Chatham, Ont.....	149 0	26 0	11 6	478 The Collin's Bay Rafting & Forwarding Co., Kingston, Ont.
72,980	Wave.....	Digby.....	"	1873 Salmon River, N.S.....	39 6	12 2	4 8	11 Thos. Pack, Westport, N.S.
90,488	Wave.....	Charlottetown.....	"	1885 Spry Harbour, N.S.....	43 5	14 0	5 5	19 Wm. Coffin, Charlottetown, P.E.I.
77,969	Wave Queen.....	St. Andrews.....	"	1879 St. George, N.B.....	30 2	11 7	5 1	11 Wm. McMan, St. George, N.B.
.....	Wawanosh.....	Sarnia.....	"	1873 Sarnia, Ont.....	138 0	26 2	12 0	370 Jas. King, Sarnia, Ont.
64,049	Weenona.....	Digby.....	"	1875 Tiverton, N.S.....	40 8	15 9	6 2	19 Morton Morrell, Tiverton, N.S.
74,147	Welcome.....	Sackville.....	"	1876 La Have, N.S.....	62 0	19 6	7 6	51 C. Trenholm, Port Elgin, N.B.
88,228	Welcome.....	Charlottetown.....	"	1902 Port Elgin, N.B.....	47 8	17 3	7 2	33 Robert Whiteway, Murray River, P.E.I.
100,118	Welhan Hall.....	Parrsboro'.....	"	1884 Chezetcook, N.S.....	98 5	27 5	9 3	136 S. F. Knowlton, Advocate, N.S.
92,329	Wenonah.....	Sydney.....	"	1892 Advocate, N.S.....	82 8	23 5	9 3	100 Jos. O'Toole, Louisburg, N.S.
94,730	Wentworth.....	Windsor, N.S.....	"	1889 Liverpool, N.S.....	139 0	33 4	11 9	328 W. C. Purves, St. John, N.B.
100,152	Werra.....	Lunenburg.....	"	1889 Port Greville, N.S.....	77 0	23 6	8 8	85 W. N. Zwicker, Lunenburg, N.S.
75,595	West Wind.....	Digby.....	"	1891 Lunenburg, N.S.....	45 7	16 4	6 0	25 Geo. Post, Digby, N.S.
107,764	Western Light.....	Charlottetown.....	"	1877 Port Gilbert, N.S.....	55 9	17 7	6 8	39 Jas. Veno, Mimingash, P.E.I.
107,760	Western Prince.....	"	"	1902 Mimingash, P.E.I.....	35 7	12 4	4 6	10 Wallace Richards, Alberton, P.E.I.
.....	.....	.....	.....	1880 Alberton, P.E.I.....	.....	.....	.....	.....
.....	.....	.....	.....	1900 Alberton, P.E.I.....	.....	.....	.....	.....

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						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10ths Pieds 10èmes				
100,551	Westmorland.	Dorchester.	Bk—Bq.	1893	Harvey, N.B.	164 4	35 3	18 3	698	Barque Westmorland Co., Ltd., Dorchester, N.B.
103,303	Wharnock.	New Westminster.	Schr—Glt.	1895	New Westminster, B.C.	40 0	14 0	4 0	26	Neil Cameron, Langley, B.C.
	Wheat Bin.	Montreal.	Barge—Chd.	1870	Montreal, Que.	148 9	24 6	9 5	320	Montreal Transportation Co., Montreal, Que.
77,744	Whip-poor-Will.	Shelburne.	Schr—Glt.	1875	Lockeport, N.S.	44 0	13 6	5 5	17	Gilbert Littlewood, Littlewood, Shelburne Co., N.S.
103,704	Whisper.	Yarmouth.	"	1896	Pubnico, N.S.	52 5	14 9	7 0	31	William McGrath, Digby, N.S.
90,658	Whistler.	St. John, N.B.	"	1886	Eel Brook, N.S.	50 9	14 7	6 3	24	David Chute, Harbourville, N.S.
77,572	White Bird.	Montreal.	Sloop.	1878	Yamaska, Que.	92 5	22 5	6 2	89	E. Auclair, Haverhill, Mass., U.S.A.
100,962	White Bird.	Chatham, N.B.	Schr—Glt.	1893	Shippegan, N.B.	46 8	15 8	6 0	27	Frank Gallant, Leoville, P.E.I.
94,967	White Cloud.	Gaspe.	"	( 1889 1899 )	( Mahone Bay, N.S. Lévis, Que. )	80 4	24 0	9 3	99	Daniel Mabe, Corner of Beach, Gaspe, Que.
96,735	White Fish.	Chatham, N.B.	"	1890	Shippegan, N.B.	35 2	13 0	4 9	12	Joseph Savoy, Shippegan, N.B.
72,571	White Oak.	Kingston.	"	1897	Oakville, Ont.	111 0	24 8	9 5	180	D. W. Spence, Southampton, Ont.
90,590	White Swan.	Parrsboro'.	"	1889	Parrsboro', N.S.	78 5	21 9	6 2	78	Mary G. Nordby, Parrsboro', N.S.
83,155	White Wings.	Hamilton.	Sloop.	1886	Trenton, Ont.	40 0	15 6	6 4	22	H. R. Fowler, Port Credit, Ont.
100,953	White Wings.	Chatham, N.B.	Schr—Glt.	1890	Caraquet, N.B.	35 1	12 7	4 4	10	R. Young, M.O., Caraquet, N.B.



## SESSIONAL PAPER No. 21b

100,866	White Wings.....	Lunenburg	Bktn—Bkgt.....	1893	St. Joseph de Lévis, Que.	142 0	28 6	12 5	396	E. E. Hutchings, Brooklyn, N.Y., U.S.A.
100,500	Wide Awake.....	Montreal.....	Sloop.....	1891	New York, U.S.A.....	16 5	7 2	3 5	1	H. M. Molson, Montreal, Que.
92,393	Wide Awake.....	Kingston.....	".....	1887	Kingston, Ont.....	65 3	15 3	3 8	24	John Tuttle, Kingston, Ont.
61,047	Widgeon.....	Halifax.....	Schr—Glt.....	1869	Chezzetook, N.S.....	42 5	14 8	6 6	22	John Petipas, Bay of Islands, Nfld.
72,321	Widgeon.....	St. John, N.B.....	".....	1872	Portland, N.B.....	32 1	11 5	5 3	10	James Kennedy, St. John, N.B.
96,934	Wild Brier C.....	Charlottetown.....	".....	1890	Miminegash, P.E.I.....	47 0	15 0	5 5	24	Walter Matheson, Charlottetown, P.E.I.
64,972	Wild Goose.....	Quebec.....	Barge—Chd.....	1871	Quebec, Que.....	105 0	22 5	7 0	130	Jean B. Blanchard, Montreal, Que.
41,929	Wild Wave.....	Liverpool.....	Schr—Glt.....	1859	Liverpool, N.S.....	59 0	17 5	6 7	35	B. G. Crowell, <i>et al.</i> , Shelburne, N.S.
54,416	Wildflower.....	St. John, N.B.....	Wdht—Bab.....	1866	Washademoak, N.B.....	55 0	18 7	5 0	33	John B. Edgar, Kars, N.B.
107,351	Wilfred Laurier.....	Sydney.....	Schr—Glt.....	1897	Ingonish, N.S.....	41 0	11 4	6 0	10	D. McLeod, Ingonish, N.S.
.....	Wilfrid Plunkett.....	Cobourg.....	".....	1866	Oakville, Ont.....	78 9	18 9	7 9	100	Geo. Plunkett, Cobourg, Ont.
90,882	Will o' the Wisp.....	Yarmouth.....	".....	1888	Pubnico, N.S.....	67 8	19 7	7 5	51	A. F. Stoneman, Yarmouth, N.S.
92,662	Willard Crane.....	Ottawa.....	Barge—Chd.....	1887	Hull, Que.....	110 0	22 0	7 0	155	The Ottawa Transportation Co., Ltd., Ottawa.
92,578	Willetta.....	Halifax.....	Schr—Glt.....	1888	Sambro, N.S.....	37 8	12 9	5 5	12	Jos. Gray, Sambro, N.S.
69,675	William.....	Kingston.....	Barge—Chd.....	1875	Point Lévis, Que.....	128 1	27 0	10 3	287	Kingston & Montreal Forwarding Co., Ltd., Kingston, Ont.
38,698	William.....	Sydney.....	Schr—Glt.....	1871	Lorraine, N.S.....	43 3	13 6	5 6	16	Malcolm McPadden, Charlottetown, P.E.I.
85,397	William A.....	Amherst, M.I.....	".....	1890	Etang du Nord, Grind- stone Island, Que.	33 6	12 3	4 7	9	John N. LeBlanc, Etang du Nord, Grindstone Island, Que.
73,030	William Albert.....	".....	".....	1881	Grindstone, Que.....	57 1	19 6	8 1	41	W. G. Leslie, Grindstone, M.I., Que.
64,884	William Henry.....	Halifax.....	".....	1871	Louisburg, N.S.....	49 6	15 6	6 0	19	Alex. McMullin, Bridgeport, N.S.
90,534	William Henry.....	Ottawa.....	Barge—Chd.....	1885	Sorel, Que.....	111 8	22 9	8 0	185	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
75,912	Wm. Jamieson.....	Whitby.....	Schr—Glt.....	1878	Mill Point, Ont.....	100 0	25 4	8 6	143	D. Galbraith, M.O., Whitby, Ont.
85,363	Wm. McGillivray.....	Ottawa.....	Barge—Chd.....	1886	Hull, Que.....	111 1	22 8	7 2	157	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,895	William R.....	Halifax.....	Schr—Glt.....	1898	Sheet Harbour, N.S.....	58 5	18 4	7 2	43	Ishmael Naufts, Liscomb, N.S.
88,663	Wm. Sinclair.....	Chatham, N.B.....	".....	1885	Chatham, N.B.....	41 0	15 0	5 6	17	W. S. Loggie Co., Ltd., Chatham, N.B.
107,674	Willie.....	Quebec.....	Sloop.....	1900	St. Irene, Que.....	45 6	13 2	6 0	22	Mrs. M. A. Duchene, St. Eienne de la Mailbale, Que.

ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—Continued.

LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—Suite.

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistrement.	Rig. Gréement.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 100ths.	Ft. 100ths.	Ft. 100ths.		
	Willie.	Windsor, Ont.	Scow—Chd.	1871	River Ruscom, Ont.	65 0	15 4	2 9	37 J. Beausoleil, Sandwich East, Ont.	
75,869	Willie A.	Aricbat.	Schr—Glt.	1881	Meteghan, N.S.	69 4	22 0	8 3	70 F. B. Landry, D'Esousse, N.S.	
75,962	Willie B.	Halifax.	"	1876	Liverpool, N.S.	53 9	18 3	7 3	39 F. P. White, Margaree, N.S.	
99,776	Willie B.	Port Hawkesbury.	"	1894	Cheticamp, N.S.	33 0	11 5	5 4	11 J. T. Roach, Cheticamp, N.S.	
85,559	Willie F.	Yarmouth.	"	1884	Cape Cove, N.S.	40 7	12 5	5 0	12 F. B. Lent, Westport, N.S.	
100,226	Willie H Crosby.	Halifax.	"	1893	Chezzetcook, N.S.	64 8	22 2	8 9	65 J. D. Savage, Magdalen Islands, Que.	
83,541	Willie M.	Barrington.	"	1883	Maitland, N.S.	53 0	16 0	6 6	24 Isaac Nickerson, Barrington, N.S.	
85,487	Willie McGowan.	Shelburne.	"	1883	Shelburne, N.S.	88 0	23 8	9 6	116 Wm. H. Moore, North Sydney, N.S.	
111,403	Willis C.	Lunenburg.	"	1900	La Have, N.S.	86 3	22 5	9 3	82 Amiel Corkum, La Have, N.S.	
66,727	Willow.	Quebec.	"	1872	"	41 0	14 6	5 8	18 Chas. Gagne, Rimouski, Que.	
75,463	Windsor Packet.	Windsor, N.S.	"	1877	Margaretsville, N.S.	68 0	24 8	7 5	66 W. E. Wyman, Freeport, N.S.	
107,792	Windward.	St. John, N.B.	"	"	Long Island, U.S.A.	49 2	15 8	5 2	24 Wm. White, St. John, N.B.	
77,978	Winged Racer.	Victoria.	"	1861	Madison, U.S.A.	37 0	12 2	4 9	12 G. R. Shotter, Victoria, B.C.	
97,149	Winnie.	St. Andrews.	"	1877	Green's Cove, N.S.	30 0	11 3	4 9	12 Thos. Bright, Seely's Cove, N.B.	

## SESSIONAL PAPER No. 21b

94,959	Winnie G. S	Lunenburg	"	1889	Chester Basin, N.S.	45 0	16 0	7 0	26	Donald McGregor, Dalhousie, N.B.
100,711	Winnipeg	Montreal	Sloop	1893	Kingston, Ont.	179 5	34 6	14 5	681	Montreal Transportation Co., Montreal, Que.
88,493	Winnipeg River	Winnipeg	Barge—Chd	1883	Winnipeg, Man.	132 0	25 5	6 3	205	The Northwest Nav. Co., Ltd., Winnipeg, Man.
107,539	Winogene	St. John, N.B.	Sloop	1898	Milledgeville, N.B.	29 0	10 0	3 0	7	E. Fairweather, St. John, N.B.
70,295	Winona	Montreal	Barge—Chd	1874	Quebec, Que	121 0	23 0	9 8	227	François Sauvé, Beauharnois, Que.
98,717	Winona	Ottawa	"	1890	Grenville, Que.	110 0	24 0	7 3	149	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
111,554	Winona	St. Andrews	Sloop	1896	Buzzard's Bay, Mass., U.S.A.	20 0	8 3	2 0	4	Edward Maxwell, Montreal, Que.
94,983	Wona	Toronto	Schr—Glt	1890	Gloucester, Mass., U.S.A.	27 6	8 6	4 6	4	Wm. P. Elby, Toronto, Ont.
92,531	Wood	Ottawa	Barge—Chd	1887	Sorel, Que.	111 9	22 8	8 1	171	The Ottawa Transportation Co., Ltd., Ottawa, Ont.
103,012	Wood Bros.	Parrsboro'	Schr—Glt	1894	Parrsboro', N.S.	74 5	25 0	6 4	68	Frank Fulmer, St. Martin's, N.B.
100,973	World's Fair	Chatham, N.B.	"	1893	Caracquet, N.B.	37 2	12 4	4 8	11	R. Young, M.O., Caracquet, N.B.
90,897	Wrasse	Yarmouth	"	1889	Eel Brook, N.S.	64 1	20 2	7 4	56	A. F. Stoneman, Yarmouth, N.S.
103,183	Wren	Shelburne	"	1895	Shelburne, N.S.	52 0	13 4	6 7	22	A. P. Hamilton, Carleton Village, N.S.
103,079	Wren	Chatham, N.B.	"	1894	Shippegan, N.B.	34 6	12 5	4 8	11	T. Ahier, Shippegan, N.B.
100,225	Wym.	Halifax	Cutter	1892	Dartmouth, N.S.	32 5	7 3	5 4	6	R. R. Kennedy, Halifax, N.S.
100,812	Wyvern	Barrington	Schr—Glt	1894	Lockeport, N.S.	53 0	17 0	7 0	25	Samuel Le Fort, Cheticamp, N.S.
111,519	X. 10. U. 8	St. John, N.B.	Sloop	1902	Janseg, N.B.	37 2	17 3	4 1	19	J. D. Colwell, Janseg, N.B.
85,454	Yamaska	Quebec	Barge—Chd	1873	Yamaska, Que.	107 5	22 6	9 3	160	Adelard Bourdon, Lanoraie, Que.
Yamaska	Montreal	"	"	1859	"	79 5	21 6	5 4	57	Wm. Graham, Vaudreuil, Que.
103,963	Yamaska	"	Sloop	1898	"	95 8	22 5	6 0	99	Henri Joli, Sorel, Que.
75,745	Yarmouth Packet	Yarmouth	Schr—Glt	1878	Plymouth, N.S.	75 0	22 0	8 3	77	E. F. Parker, Yarmouth, N.S.
107,645	Yosemite	Lunenburg	"	1899	La Have, N.S.	80 3	22 5	9 0	84	Kenneth Silver, La Have, N.S.



ALPHABETICAL LIST of Canadian Registered Sailing Vessels on Registry Books, &c.—*Concluded.*LISTE ALPHABÉTIQUE des navires à voiles canadiens inscrits sur les registres, etc.—*Fin.*

Official number. Numéro matricule.	Name of Ship. Nom du navire.	Port of Registry. Port d'enregistre- ment.	Rig. Grément.	Built—Construct.	Where Built. Lieu de construction.	Register Dimensions. Dimensions.			Registered tonnage. Tonnage enregistré.	Owner, or Managing Owner, and Address. Armateur ou armateur gérant, et adresse.
						Length. Longueur.	Breadth. Largeur.	Depth. Profondeur.		
						Ft. 10lbs Pieds 10 livres				
96,808	Yonla .....	Halifax .....	Cutter .....	1891	Dartmouth, N.S. ....	33 5	7 3	5 4		6 Harry M. Wyde, Halifax, N.S.
75,722	Xuba .....	Yarmouth .....	Schr—Glt. ....	1878	Green Cove, N.S. ....	42 0	14 6	5 5	15	Isaac A. Nickerson, Shag Harbour, N.S.
111,419	Yukon .....	Lunenburg .....	" .....	1900	La Have, N.S. ....	95 4	24 7	9 7	97	Arthur Ritcey, La Have, N.S.
35,680	Zebra .....	Liverpool .....	Schr—Glt. ....	1841	La Have, N.S. ....	48 0	17 3	6 6	26	T. R. Patillo (Estate), Liverpool, N.S.
85,508	Zelena .....	St. John, N.B. ....	" .....	1883	St. Martin's, N.B. ....	40 2	13 6	5 2	14	James T. Smith, Rockland, N.B.
83,348	Zelia .....	Quebec .....	" .....	1881	Les Eboulements, Que. ....	58 1	21 6	8 0	61	N. Simard, St. Alphonse, Que.
107,917	Zelma .....	St. Andrews .....	Sloop .....	1897	Grand Manan, N.B. ....	35 0	13 4	4 7	17	H. Frankland, Grand Manan, N.B.
71,348	Zelu .....	Lunenburg .....	Schr—(Glt. ....	1876	Port Medway, N.S. ....	46 8	17 3	6 0	21	Isaac Westhaver, Lunenburg N.S.
100,920	Zephyr .....	Chatham, N.B. ....	" .....	1891	Caracuet, N.B. ....	36 3	12 4	5 0	12	C. Robin, Collas & Co., Ltd., Jersey.
85,378	Zephyr .....	Halifax .....	" .....	1863	Mahone Bay, N.S. ....	40 5	14 4	5 5	16	Robert J. Shaughenwhite, Terence Bay, N.S.
73,966	Zephyr .....	" .....	" .....	1876	Brooklyn, N.S. ....	48 0	17 0	6 8	27	Walter C. Boak, Halifax, N.S.
100,589	Zephyr .....	Montreal .....	Sloop .....	1892	Yanaska, Que. ....	62 6	16 6	4 9	33	J. Paquette, Champlain, Que.

## SESSIONAL PAPER No. 21b

111,653 Zephyr No. 1. ....	" .....	" .....	1901 St. Thomas de Pierre-ville, Que.	74 4	18 8	5 4	50 Johnny Paquette, Champlain, Que.
112,058 Zeta .....	Windsor, N.S. ....	Schr—Glt. ....	1902 Cheverie, N.S. ....	132 0	2 0	12 0	335 Rodman Pratt, Cheverie, N.S.
97,095 Zeta .....	Port Medway .....	" .....	1890 Lunenburg, N.S. ....	90 2	25 0	10 3	148 Amos Sabeau, Port Medway, N.S.
103,486 Zillah May .....	Victoria .....	" .....	1896 Ballard, Wash., U.S.A. ....	77 3	20 8	8 3	66 Spratt Balcom, Victoria, B.C.
83,427 Zoulou .....	Weymouth .....	" .....	1883 Grosses Coques, N.S. ....	40 0	12 0	5 5	12 Louis N. Teabo, Plympton, N.S.
80,013 Zulu .....	St. John, N.B. ....	" .....	1879 Portland, N.B. ....	29 8	11 3	4 8	8 Edward Hampton, St. John, N.B.





# THIRTY-FIFTH ANNUAL REPORT

OF THE

# DEPARTMENT OF MARINE AND FISHERIES

1902

# FISHERIES

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST  
EXCELLENT MAJESTY

1903



*To His Excellency the Right Honourable* SIR GILBERT JOHN ELLIOT, EARL OF MINTO,  
*Governor General of Canada.*

MAY IT PLEASE YOUR EXCELLENCY :

I have the honour to submit herewith, for the information of Your Excellency and the Legislature of Canada, the Thirty-Fifth Annual Report of the Department of Marine and Fisheries, Fisheries Branch.

I have the honour to be,

Your Excellency's most obedient servant,

RAYMOND PRÉFONTAINE,

*Minister of Marine and Fisheries.*

DEPARTMENT OF MARINE AND FISHERIES,  
OTTAWA, February, 1903.





# ALPHABETICAL INDEX

## TO THE

# FISHERIES REPORT

## 1902

### A

	PAGE.
'Acadia,' D.G. cruiser .....	267
Antigonish County, N.S., overseer's reports .....	43
Anticosti Island, lobster fishery, &c. ....	146
Areas—extent of water .....	xix
Armstrong, Wm., hatchery officer, Newcastle, Ont. ....	248
Associations of Bait Freezers .....	xlix, 331

### B

Bait Freezer System in Canada by Prof. E. E. Prince .....	xlix
Bait, cold storage of, by Peter Macfarlane .....	xxxi, 331
Black Bass, breeding and transportation of .....	226
Bay View lobster hatchery .....	253
Behring Sea Question, remarks .....	xvii
"    Sealing Fleet of 1901 and 1902 .....	xvii
"    Catch of Seals 1901 and 1902 .....	xvii, 109
Belliveau, A. H., Inspector's reports .....	xli, 151
Bertram, A. C., Inspector of Cape Breton Island, reports .....	xxxv, 34
Biological Marine Station Canso .....	xv
"    Georgian Bay .....	xvi
Bonaventure County, P.Q. ....	147, 154
Bounties Fishing regulations .....	xix, 10
"    Statement of claims received and paid 1901 .....	12
"    General remarks .....	xix, 15
"    Statement of claims received and paid since 1882 .....	18
"    Statement of all vessels receiving them, 1901 .....	19 to 33
British Columbia, Reports on fisheries by Inspector C. B. Sword .....	xliv, 102
"    Report on fish culture " .....	256
"    Seal catch in 1901 and in 1902 .....	xvii, 109
"    List of Salmon canneries and pack for 1901 and pack of 1902 .....	xliv, 107
"    Statements of catch and fishing material .....	110, 113
"    Expenditure .....	1, 3
British Columbia Salmon Commission 1902 .....	xi
Bureau Fisheries Intelligence .....	xxxi, 286
"    Detailed report on, by M. Mackerrow .....	287
"    Report on cod, herring, lobsters, mackerel, salmon, squid, &c. ....	287 to 330

## C

	PAGE.
Carmichael, Alex. G., report on hatchery (C.B.).....	244
Cape Breton Island. (See Nova Scotia District No. 1). . . . .	
" Fisheries officers' reports.....	xxxv, 34
" Fisheries Intelligence Bureau reports.....	287
Capital invested in the fisheries of Canada.....	xix, xx
Catellier, L. N., report on fish culture.....	247
Chapman, R. A., Inspector, N.B., reports.....	xxxvii, 190
Charlotte County, N.B., reports of overseers.....	187, 193
Coast—extent of Canadian coast line.....	xix
Cod, remarks on.....	145, 191, 288, 294
Colchester County, N.S., Overseer's report.....	43, 62
Cruisers, Canadian list of, stations.....	267
Culture of fish. (See 'F').	
'Curlew', D.G. cruiser.....	282
Cunningham, F. H., Inspector of hatcheries, report.....	233
Cumberland County, N.S.....	44, 60

## D

Digby County, returns.....	88
Dunn, Capt. E. of Dominion cruiser 'Petrel'.....	280
Duncan, A. G., Inspector, Ont.....	xlii

## E

Expenditure.....	xviii, 1
" Subdivision by provinces.....	2
" Fish culture.....	3
" Fisheries protection service.....	5
" Comparative statement.....	9
Export of fish from Canada.....	xxv

## F

Fish Culture.....	xxx
" Report on, by Prof. E. E. Prince.....	226
" Transportation of live bass to the West.....	224
" Re New hatcheries.....	225, 260
" Reports of officers in charge of hatcheries.....	233 to 261
" List " ".....	xxxiv
" Hatcheries in British Columbia.....	256
" " Nova Scotia.....	236, 244, 252
" " New Brunswick.....	237, 241
" " Quebec.....	246, 253
" " Ontario.....	248, 255
" " Manitoba.....	251
" Expenditure.....	3
" Oysters cultivation. (See letter 'O')	
Fisheries Protection Service.....	xxx i
" Report on, by Commander O. G. V. Spain.....	267
" Cruisers, their captains and stations.....	267
" Expenditure.....	5



## SESSIONAL PAPER No. 22

## F—Continued.

	PAGE.
Fisheries Protection Service <i>Modus vivendi</i> licenses.....	270
"    List of U.S. fishing vessels entering Canadian Ports.....	272
"    Reports from captains of cruisers.....	277
Fish-Way Problem, by Prof. E. E. Prince.....	lxii
Fishery officers, staff.....	xxxiii, xxxiv
"    Intelligence Bureau. ( <i>See</i> letter 'B').....	
"    Bounties. ( <i>See</i> letter 'B').....	
"    Statistical statements. ( <i>See</i> letter 'S').....	
"    Season of 1902, remarks on.....	xxxv
Finlayson, Alex., Hatchery officer at Magog.....	247
Ford, L. S., Inspector, report.....	xxxvi, 46
Fraser River, B.C., Hatcheries.....	256
Fry, Distribution of.....	229
"    Recapitulation since 1873.....	231
Fundy Bay, fisheries.....	185

## G

Gaspé County, P. Q.....	147, 156
Georgian Bay Biological Station.....	xvi
Gloucester County, N.B., returns.....	198
Gourdeau, F., Lt. Col. Deputy Minister's Report.....	xi
Grand Manan fisheries.....	184, 188
Granite Creek hatchery.....	258
Guysborough County, N. S. ....	68

## H

Halifax Connty, N.S., reports.....	44, 72
Harrison, H. E. Fishery Inspector.....	xxxviii
Hatcheries, new.....	225, 260
"    Report on. ( <i>See</i> also Fish culture).....	
Herring, remarks on.....	46, 104, 146, 186, 289
Hockin, R., Inspector, reports.....	xxxvi, 41
"Hockin" Fishway described.....	lxxviii
Hurley, J. M. Inspector's report.....	xli
Hatching of Shad, by Prof. E. E. Prince.....	lxxxii

## I

Intelligence Bureau. ( <i>See</i> letter 'B').....	xxxi
Inspectors of Fisheries, list of.....	xxxiv
"    "    Reports from. ( <i>See</i> each Province).....	
Inverness County, N.S., Overseer's reports.....	38, 56

## K

Kemp, Ernest, oyster expert's report.....	262
Kent County, N.B., returns.....	199
Kent, Capt. W. H., cruiser 'Kingfisher', report.....	27
'Kingfisher' D. G., cruiser.....	278
Knowlton, C. T., Capt. of the 'Osprey'.....	277

## L.

	PAGE.
Lavoie, N. Dr., inspector reports.....	xli, 149
La Have, N.S., fishing fleet.....	296
Lake Superior.....	126
"    Huron.....	128
"    Erie.....	134
"    Ontario.....	136
"    of the Woods.....	126
"    others in the Eastern Tps.....	153
Lobsters, Remarks on.....	xxi, 186, 191, 289
"    Hatcheries, N.S., and Gaspé.....	252, 253
Lunenburg, fishing fleet.....	296
"    County, returns.....	80

## M.

Magog Hatchery.....	247
Marine Biological Station report.....	xv
Magdalen Islands.....	149
May, Capt. Geo. M., of the <i>Constance</i> .....	285
Mackerel, remarks on.....	46, 146, 211, 330
Manitoba Lake.....	122
Manitoba, report and statistics of Fisheries by Inspt. W. S. Young.....	xliii, 119, 122
Margaree hatchery, C.B.....	224
Matheson, J. A., Inspt. P. E. I. reports.....	xxxviii, 213
Miller, E. W., Inspector, N.W.T., reports.....	xliii
Miramichi Hatchery, N.B., report.....	238
Mowat, Alex., hatchery officer at Restigouche.....	241
Moisie and Mingan divisions.....	148
McCluskey, Chas. Hatchery officer, report.....	237
Mackerrrow, A. D. Intelligence Bureau.....	287
McPherson, A. J. Overseer, Lake Winnipegosis.....	120
Macfarlane, Peter. Report on the bait cold storage..	331

## N.

New Brunswick, Report on District No. 1, by Insp. J. H. Pratt.....	xxxvii, 184
"    "    "    2    "    R. A. Chapman.....	xxxvii, 190
"    "    "    3    "    H. E. Harrison.....	xxxviii
"    Synopsis of Fishery Overseers' reports.....	187
"    Statistics of Fisheries District No. 1.....	193
"    "    "    "    2.....	198
"    "    "    "    3.....	206, 207
"    Recapitulation of Yield and Value of fish.....	211
"    "    Fishing Materials.....	212
"    List of Vessels receiving bounties.....	28
"    Movements of Fish, Intelligence Bureau.....	321
Newcastle, Ont., hatchery, report.....	248
N. W. Territories, Report by Inspector E. W. Miller.....	xliii, 114
"    Statistics of Fisheries, &c.....	118
North Shore Division, P.Q., reports.....	148
Northumberland County, N.B., returns.....	200
Nova Scotia, Report District No. 1, A. C. Bertram.....	xxxv, 34
"    "    "    2. R. Hockin.....	xxxvi, 41
"    "    "    3. L. S. Ford.....	xxxvi, 46
"    Synopsis of Officers.....	32, 43, 48
"    Statistics of Fisheries Nos. 1, 2, 3.....	49 to 99
"    Recapitulations, Yield and Material.....	100
"    List of Vessels receiving bounties.....	19
"    Intelligence Bureau reports.....	287

SESSIONAL PAPER No. 22

O

	PAGE.
Ontario remarks on fisheries.....	124
" statistics of Fisheries.....	126
" statement of fishing materials.....	144
Overseer's reports. ( <i>See</i> each province and district).	
Oyster culture, by Mr. E. Kemp.....	xxx, 262
" remarks on.....	192, 211
Ogden, Alfred, hatchery officer, N.S.....	236, 252
'Osprey' Dominion Cruiser.....	277
Ottawa hatchery.....	255
"Ostrea" (New Dom. Steamer for oyster culture).....	266

P

Parker, Wm., hatchery officer, Sandwich, Ont.....	249
Pelagic sealing.....	xvii
'Petrel' Dom. Cruiser in Ontario.....	280
Pictou County, N.S., reports.....	64
Prince Edward Island, Report on fisheries, Inspector J. A. Matheson.....	xxxviii, 213
" Statistics of Fisheries.....	214
" " Fishing Material.....	223
" Intelligence Bureau Reports.....	318
Prince, Prof. E. E., Commissioner, report on Fish Culture.....	xxx, 224
" " Marine Biology.....	xy, xvi
" " Special articles on:—1, Bait Freezer System, 2, The Fish-way Problem, 3, Culture of shad.....	xlx to lxxxvi
Pratt, Capt. J. H., Inspector, N.B., reports.....	xxxvii, 184, 282
Protection Service ( <i>See</i> letter 'F.')	

Q

'Quadra' D. G. Str. in B.C.....	267
Quebec, Reports on the Gulf St. Lawrence, by Dr. Wm. Wakeham.....	xxxix, 145
" " South Shore, by Dr. Lavoie.....	xl, 149
" " Inland division, by A. H. Belliveau.....	xli, 151
" Synopses of overseers reports.....	147
" Statistics of Fisheries for Gulf Division.....	154
" " Inland Division.....	178
" Recapitulation of yield of fisheries.....	182
" " Fishing Materials.....	183
" Intelligence Bureau reports.....	318

R

Revenue, statement of.....	7
" Comparative statement of.....	8
Report of Deputy Minister.....	xi
Reports of Inspectors ( <i>See</i> also each province).....	
Restigouche hatchery.....	241
" County returns.....	207
Richmond County No. 3 overseer's reports.....	39, 51



## S

	PAGE.
St. John River, districts N.B.	206
Sandwich hatchery	249
Salmon, remarks on	42, 102, 106, 145, 190
Salmon Commission, B.C.	xi
Seals Behring sea, remarks	xvii
Selkirk, hatchery, Manitoba	251
Shad, the hatching of, by Prof. E. E. Prince	lxxxii
Shad, remarks on	lxxxii, 42, 190
Sheasgreen, Isaac, Officer Miramichi hatchery	238
Shelburne County returns	84
Sword, C. B., Inspector of B.C., reports	xliv, 102, 256
Sheppard, O. B., Inspector, Ont.	xli
Spain, O. G. V., Commanding Fisheries Pro. Service	267
Staff, Outside officers	xxxiii, xxxiv
Statistics of Fisheries (See each province).	
Statements recapitulating the value of fish since 1870	xxix
"    "    Fishing gear	xxii
"    "    Number of fishermen	xxiii
"    the catch of fish in detail. (See each province).	
Storage of Bait frozen	xlix, xxxi, 331

## T

Tadoussac hatchery report	247
Tom cod, remarks on	153

## U

United States, list of fishing Vessels calling at our ports	270
"    "    Modus Vivendi licenses	272

## V

Value of Fisheries. (See also each province)	xxiv, xxviii
Victoria County, N.S. Overseer's reports	39, 54

## W

Walker, John, hatchery officer report	255
Wakeham, Wm., M.D., reports	xxxix, 145
Westmorland County, N.B., returns	199
Winnipegosis Lake	120, 222

## Y

Yarmouth County returns	86
Young, W. S., Inspector, Manitoba	xliii, 119, 251







# REPORT

OF THE

## DEPUTY MINISTER.

To the Honourable

RAYMOND PRÉFONTAINE,

Minister of Marine and Fisheries.

SIR,—I have the honour to submit the thirty-fifth annual Fisheries Report of this department for the fiscal year ending on June 30 last. The usual statements of expenditure and revenue as well as the reports from the various district Inspectors of Fisheries are given, and there are also included reports on fish culture in the Dominion, oyster culture, bait cold storage, fishery protection service, fisheries intelligence bureau, &c. A *résumé* of the fishery bounty claims, and more or less detailed summaries of the work done at the Marine Biological station, located for the season on the coast of Nova Scotia, and the Lake Biological station, Georgian Bay, Ontario. Appended to this report are three special reports by Professor E. E. Prince, Commissioner of Fisheries for the Dominion, the subjects treated being 'Bait Cold Storage in Canada,' 'The Fishway Problem' and 'The Culture of Shad.'

The appendices referred to above, follow in order:—

1. Expenditure and Revenue.
2. Fishing Bounties.
3. Nova Scotia Fisheries.
4. British Columbia Fisheries.
5. North-west Territories Fisheries.
6. Manitoba Fisheries.
7. Ontario           “
8. Quebec           “
9. New Brunswick Fisheries.
10. Prince Edward Island Fisheries.
11. Fish Culture Operations, 1902.
12. Fisheries Protection Service and Intelligence Bureau, 1902.
13. Bait Cold Storage, 1902.

### BRITISH COLUMBIA SALMON COMMISSION, 1902.

An important commission was appointed by Order in Council, dated January 24, 1902, to investigate the proper protection and future development of the various branches of the salmon fishing industry in British Columbia. The commissioners appointed were Professor Edward E. Prince, Ottawa, chairman of the commission; Mr.

2-3 EDWARD VII., A. 1903

Aulay Morrison, M.P., New Westminster; Mr. Ralph Smith, M.P., Nanaimo, and Mr. G. R. Maxwell, M.P., Vancouver. By the death of Mr. Maxwell, a vacancy has been created on the commission, which has been filled by the appointment of Mr. George Riley, M.P., Victoria. The commission opened in Vancouver, on Friday, January 24, 1902, and from that date until February 5, the commissioners were continuously occupied with the duties imposed upon them. Sixteen sittings were held, at which evidence was heard from fishermen, cannerymen, merchants and fish dealers, official representatives of various public bodies, and other parties interested in the great salmon industry of our Pacific waters. Over seventy witnesses appeared, including twenty-nine at the Vancouver sittings, sixteen at New Westminster, fourteen at Victoria and eleven at Nanaimo, and memorials, petitions and written or printed statements were handed in to the commissioners to be incorporated in the evidence taken. The sittings of the commission were as follows:—

Vancouver.....	O'Brien's Hall.....	Jan. 24..	1 sitting.
" .....	" .....	" 25..	2 "
" .....	" .....	" 27..	2 "
" .....	" .....	" 28..	3 "
New Westminster...	City Hall.....	" 29..	2 "
" .....	" .....	" 30..	1 "
Victoria.....	Board of Trade Rooms...	Feb. 3..	2 "
" .....	" .....	" 4..	2 "
Nanaimo .....	Free Press Hall.....	" 5..	1 "

In addition to the formal sittings of the commission, other opportunities were requested for presenting the views of influential parties in Victoria and Vancouver before the commissioners. The commissioners readily acceded to the wishes of the Vancouver Board of Trade to attend a meeting specially arranged for January 31, when a friendly conference took place, and important British Columbia fishery questions were discussed at length. The deep-sea fisheries as well as the inshore and river salmon fisheries formed the subjects of discussion, and Professor Prince, with the other commissioners who attended, interchanged views with the members of the Board, so that the conference was mutually very satisfactory. On February 4, His Worship the Mayor of Victoria, accompanied by a large number of important citizens, held a lengthy meeting with certain members of the commission, when the question of the better protection of the salmon rivers of the province, the more efficient supervision of the trout fisheries and the encouragement of sporting facilities were all urged with great force. Representations were made on behalf of prominent United States cannerymen engaged in the Puget Sound salmon fishing industry, asking that they be given an opportunity of laying their views before the commissioners. Any discussion of the international bearings of the fishery regulations was, however, clearly beyond the scope of the commission as defined in the Order in Council by which it was appointed, and the commissioners decided that any evidence by foreign fishermen or cannerymen could not be received nor their views considered along with the evidence given by residents in British Columbia. On February 22, the commissioners met in Ottawa and reviewed the evidence, of which type written copies had been prepared by the secretary (Mr. T. R. E. McInnes) and placed in the hands of each commissioner.

The following are some of the salient points which the evidence afforded, and they were given as a very much condensed *resumé* of the principal arguments advanced, and

## SESSIONAL PAPER No. 22

considerations and recommendations urged, on the one hand by the canners, and on the other hand by the net fishermen and employees :

*Condensed Summary of Points in the Evidence.**Trap and purse seines.*

1. Trap-nets and purse seines are necessary to cheapen cost of salmon, and meet United States competition.
2. Trap-nets in Fuca strait would cut off salmon before reaching United States nets.
3. These nets would break up the schools and lessen United States catches.
4. These nets would take salmon earlier and would lengthen the season at least two weeks for the British Columbia canners and fishermen.
5. White fishermen would find ample employment on such nets.
6. The government should operate trap-nets, and supply salmon at actual cost to canners to secure fair play to all parties.
7. Trap privileges should be put up at auction.
8. In localities where piles are impossible, anchored Scottish nets should be licensed.
9. Trap nets should be confined to waters south of 49th parallel, where main grievances exist.
10. Trap-nets should be allowed on all British Columbia coast, as northern canners also face United States competition.
11. Any surplus of British Columbia fish might be sold to United States canners at best prices obtainable.
12. Trap and purse-nets would not wholly deplete salmon, but would certainly increase the British Columbia catch.
13. The use of these nets would solve the Japanese question, as only white men would be employed.
14. Purse seines would not succeed and should not be allowed. The salmon are moving fast and do not collect in the straits.

*Gill-net Fishermen's Views.*

1. Allow no trap-nets or purse seines to canners; or white men would be left without employment.
2. Reduce the number of gill-net licenses to 2,000, thus excluding Japs and increasing each individual white man's catch.
3. Increase the length of gill-net.
4. Confine licenses to men registered on voters' list.
5. Insist upon registration anterior to fishing season.



6. Trap-nets and purse seines would involve employment of very few men, leaving numbers unemployed.
7. Trap and purse seines are wasteful: they take all fish, large and small.
8. Trap-nets on west coast of Vancouver island would prevent fish reaching Fraser river, and would destroy and divert from their usual route, the salmon.
9. The weekly close time for drag seines should be shortened to 42 hours, same as gill-nets.

Many interesting statements were made to the commission and important suggestions set forth in evidence, which are not included in the above, but the foregoing summary indicates the nature of much of the information furnished by the witnesses examined, and indicates that lack of unanimity among those vitally interested in the industry which rendered the task of the commissioners an increasingly difficult one. On February 21, Professor Prince completed and handed in his report on the progress made by the commission, and on March 4, the commissioners, with one exception, agreed upon and signed an interim report, which was presented to the Honourable the Minister for his consideration. After reviewing the nature of the intricate and momentous problems involved in present condition of the British Columbia salmon fisheries, the report pointed out that final recommendations could not be made at that stage, and that a full and detailed report, accompanied by suggestions such as the commissioners felt to be necessary, justifiable, and in the interest of all parties concerned in the industry. The report included a recommendation that the weekly close time for salmon, in force in British Columbia, be extended to drag seines, to which under the Department's rules, a longer close time had been applied, viz., 66 hours from Friday at 6 a. m. until Sunday at midnight, whereas all other nets were permitted to be fished, excepting from Saturday at 6 a.m., to Sunday at midnight, a period of 42 hours.

'We need only add, said the commissioners, at the conclusion of their Interim Report, that the appointing of the commission has given great satisfaction throughout the province of British Columbia, and the chairman and individual members of the Commission have had many testimonials from fishermen, cannerymen and others, that the sittings were in every way satisfactory, and that all the interests represented received a full and fair hearing.' The various fishermen's societies on several occasions expressed their appreciation of the work of the commission, an example of which may be given, in an extract from a letter sent from the Grand Lodge (Vancouver) of the British Columbia Fishermen's Union. Mr. Durham, writing on March 30 to the chairman of the Commission, said: 'Our Grand Lodge, of which I am secretary, has instructed me to write to you a letter expressing the fishermen's appreciation of the courtesy and impartiality evinced by yourself and your confrères during the sittings of the commission in British Columbia.'

Unexpected circumstances prevented one member of the commission (Mr. Morrison) from taking an active part in the sittings, and in the preparation of the Interim Report, and the final report, based on the voluminous evidence received, has been of necessity held over on account of the late Mr. Maxwell's illness and death before it was in complete form. The concluding sittings are being arranged, to permit of the commission embodying its report and recommendations at an early date in final form.

## SESSIONAL PAPER No. 22

## MARINE BIOLOGICAL STATION, CANSO, N.S.

The Marine Biological Station was located for a second season at Canso, N.S., and the important researches commenced during the season of 1902, have been continued and as far as possible completed during the past year. The weather, especially during the early part of the summer was most unfavourable for carrying on investigations in the sea; but in spite of this and other disadvantages, the work of the station was carried on most vigorously and successfully. Pressing official duties prevented the director of the station, Professor E. E. Prince, Commissioner of Fisheries, from attending during the summer, and conducting investigations; but Professor Ramsay Wright, Assistant Director, zealously directed the researches carried on by the staff, and continued the extensive and elaborate studies upon the 'Plankton' or minute floating life in the sea, which furnishes our important food-fishes with most of their nutriment in the early stages of their existence. Other countries, Germany, France, Norway, the United States, and Great Britain, have long conducted under government auspices oceanic researches of this nature, and have published valuable reports of the astonishing results obtained; but no such systematic work has been hitherto undertaken in Canada, and Professor Wright's forthcoming account of his 'Plankton' investigations carried on during the last two years will be of general interest.

Professor A. P. Knight, Queen's University, Kingston, has also completed his study of dynamite and the use of explosives in the capture of fish, a question of momentous practical importance. Though not present at the station this season, Professor Knight has completed his experiments on the 'saw-dust and fish life' question, and his published conclusions are of great value and interest to the country. Dr. Joseph Stafford, of McGill University, Montreal, who has year after year been one of the most devoted members of the scientific staff of the station, was appointed curator, and in addition, to his assiduous and highly important investigations upon the fauna of the adjacent waters, performed the duties of an expert official, assisting and aiding in the general work of the station. Other members of the staff, in addition to Professor Ramsay Wright, and Dr. Stafford, were Mr. C. McLean Fraser and Mr. George A. Cornish, both of Toronto University. The staff have again felt cramped by not possessing a suitable vessel for dredging and deep-sea work. It is a pressing need, and were the station provided with a small motor-vessel, the operations carried on by the scientific workers would be vastly extended and hastened, and results achieved of the greatest value both from a commercial and economic, as well as from a technical and scientific point of view. Such a tug is, indeed, an absolute necessity for the fishery investigations carried on in connection with the Marine Biological Station.

The series of interesting scientific fishery reports and papers published as a supplement to the annual report of the department for the year 1900, is to be followed shortly by a further set of reports on the subjects indicated above. The matters dealt with by the various members of the staff in the first publication issued from the station are indicated by the titles given below:—

- I.—'Account of the Marine Biological Station of Canada; its Foundation, Equipment and Work,' by Professor Edward E. Prince, Dominion Commissioner of Fisheries, Director of the Station.



2-3 EDWARD VII., A. 1903

- II.—'The Effects of Polluted Waters on Fish Life,' by Dr. A. P. Knight, Professor of Animal Biology, Queen's University, Kingston, Ont.
- III.—'The Clam Fishery of Passamaquoddy Bay, New Brunswick,' (with four plates), by Dr. Joseph Stafford, Department of Zoology, McGill University, Montreal.
- IV.—'The Flora of St. Andrews, New Brunswick,' by Dr. James Fowler, Professor of Botany, Queen's University, Kingston, Ont.
- V.—'The Food of the Sea Urchin (*Strongylocentrotus*),' by Dr. F. H. Scott, Physiological Laboratory, University of Toronto.
- VI.—'The Paired Fins of the Mackerel Shark (*Lamna*),' by Professor E. E. Prince, Dominion Commissioner of Fisheries, and Dr. A. H. MacKay, Superintendent of Education for the province of Nova Scotia, Halifax, N.S.
- VII.—'The Sardine Industry in relation to the Canadian Herring Fisheries,' by B. Arthur Bensley, B.A., &c., late Fellow in Biology, University of Toronto.

And selection of fishery papers now nearly ready for publication, cover a series of subjects no less varied and directly bearing upon the great problems of the fisheries of our Atlantic coast and of the waters of the Dominion generally. During the coming year (1903) the station is to be moved to Prince Edward Island, a suitable location having been selected on the shores of Richmond bay, adjacent to the famous Malpeque oyster beds. This new field of work, it is anticipated will offer problems for solution by scientific research, which will be of the utmost interest and importance to the fisheries especially the oysters fisheries of this portion of the Gulf of St. Lawrence.

#### GEORGIAN BAY BIOLOGICAL STATION.

This scientific station, founded under the auspices of the Dominion government in 1901, has accomplished a varied range of interesting work during the year, and is able to report, through its board of directors some valuable results. The station is located in the vicinity of the Madawaska Club buildings, Go-Home-bay, in the township of Gibson, and about sixteen miles from Midland, Ontario. The object of the station is to carry on fishery and other researches in the waters of Georgian Bay, similar to the work carried on by the Marine Biological Station on the Atlantic coast. The station was not in a sufficiently completed and equipped condition to allow of much work being done in 1901, but in the spring of 1902, systematic investigations were begun, Dr. R. R. Bensley, of the Biological Department, University of Toronto, being appointed Scientific Director. Having, shortly after his appointment, been chosen professor in the University of Chicago, he was precluded from carrying on researches in Georgian bay, and a successor could not be secured until August, when Dr. B. A. Bensley, also of Toronto University, was charged with the superintendence of the scientific operations at the station. A good deal of work was accomplished during the season of 1902, including a hydrographic survey of the locality by Professor C. A. C. Wright, of the School of Practical Science, Toronto, a systematic study of the fauna and flora of the vicinity, special attention being paid to the fishes. Gill-nets, hoop-nets, hand seines, and cheese-cloth tow-nets were used, and of the specimens obtained comparative studies were made of the adults, coloration, food, &c., while the young and immature specimens are to be utilized for ascertaining the nature of the food, rate of growth, &c. Next season



## SESSIONAL PAPER No. 22

the eggs will be studied, and the enemies of the ova and young fish will receive special attention. Mr. Anderson, with the assistance of Mr. Carr, made collections of the larger forms, birds, mammals, &c., and specimens were duly preserved for museum and laboratory use. The plant-life of Georgian bay was to some extent investigated. In addition to the hydrographic and biological work referred to, experimental bass-hatching was arranged for, a small lake having been prepared for operations next spring.

During the months of June, July, August and September, daily meteorological observations were made and accurately recorded. The station is now fairly equipped with boats, a barge, work-tables, aquaria, chemicals, glass-ware, &c., and the United States National Museum has presented to the station the valuable volumes (four) on the Fishes of the North and Middle States by Drs. Jordan and Evermann. It need only be added that under the presidency of Principal Burwash, Victoria University, Toronto, and with the scientific staff, chiefly members of the Madawaska Club, whose services will be devoted to the station's work, this Biological Laboratory will rapidly establish itself as a centre of valuable and important fisheries' investigation.

## THE BEHRING SEA QUESTION AND PELAGIC SEALING.

Diplomatically this question remains unchanged, and the sealing business, so far as conducted by British subjects, continues to be regulated by the legislation which gave effect to the Paris Award of 1893.

The sealing fleet during the year 1902, aggregated thirty-four vessels, representing 2,428 tons register, with crews comprising 421 white men and 437 Indians, using 129 boats and 206 canoes. These thirty-four vessels were so distributed at different times during the season that thirty-one of them participated in the North American coast catch, thirteen in the Behring sea fishery, nine in the waters contiguous to the Japanese coasts and eight in those in the vicinity of the Russian seal islands.

North American coast catch, including the Indian inshore coast catch.....	6,279
Japanese coast catch.....	3,331
Catch in vicinity of Russian Seal islands.....	1,340
Behring Sea catch.....	5,193
<b>Total .....</b>	<b>16,143</b>

In addition to the above, there were landed at Victoria and shipped to London, 582 skins from the Japanese schooner *Siefu*, which vessel, having met with severe gales in Behring Sea, was driven to Victoria in a badly damaged condition.

Notwithstanding the smallness of the catch this year, the venture on the whole seems to have been satisfactory, as the prices at the London sales ruled high,—said to be the highest on record. The skins from Cape Horn brought 73s. 6d.; the British Columbia Indian canoe catch, 76s. 3d.; British Columbia coast catch, 82s. 9d., and the Behring sea catch, 91s. 6d., so that on the whole, the season was a fairly remunerative one.

The sealers continued to exploit Asiatic waters this season, showing an increase of one on the Japanese coast (9), while the number that visited the waters in the vicinity

2-3 EDWARD VII., A. 1903

of the Russian Seal Islands was the same as last year (8), although the sealing fleet was smaller.

In this connection it may be noted that the sealers appear to be paying more attention to the waters of the Japan sea than in previous years, when they practically confined their operations to the main Pacific ocean, on the outer coast of Japan.

There have been no complaints of any violations or transgressions of the law this year, and no difficulties have been experienced from patrol vessels. The Collector of Customs at the port of Victoria reports that the entries in the logs of the schooners were carefully and accurately made, which, under the adverse circumstances of boisterous weather, is very gratifying as well as being complimentary to the sealers.

The weather was exceedingly boisterous during the season, especially in the earlier part, and three vessels were lost, viz.: *R. I. Morse*, which capsized, one seaman being washed overboard, but the others were rescued and brought to Victoria; also the schooner *Hatzic*, with a crew of seven white men and twenty-four Indians, supposed to have gone down with all hands near Cape Scott, on Vancouver Island, as no vestige of her has ever been found. In addition to the above the *South Bend*, the smallest schooner in the fleet, is supposed to have been lost, with a crew of fifteen men, while a canoe, with two Indian hunters, was lost from the *Penelope*, and one man was drowned from the schooner *Annie E. Paint*.

The bounty system instituted a few years ago by the Japanese government for the development of the deep-sea fisheries, &c., seems to have proved a great incentive to participation in the sealing business, as during the season there were nineteen vessels flying the Japanese flag sealing off the Japan coast, the catches of which aggregated 9,780 seal skins, and it also seems from such information as is available, that they have taken advantage of their position under the Paris Award over British sealers in Behring Sea, being unrestricted by the Award Regulations, which apply now practically to British subjects only, as the United States government has since that award prohibited the sealers of that country from engaging in the business.

#### *Arbitration of Seizure of Sealing Vessels by Russia in 1902.*

There is no change in the position of this question, and although it has continued to form the subject of diplomatic correspondence no agreement has yet been reached as to the precise terms of reference of the claims to the arbitrator.

#### GENERAL STATISTICS OF FISHERIES.

##### *Expenditure and Revenue.*

The statements of the total expenditure for the different services connected with the fisheries of Canada during the last fiscal year, amounting to \$549,670, form the first appendix of this report. This amount comprises: fisheries proper, \$104,880; fish culture, \$79,891; fisheries protection service, \$152,825; miscellaneous expenses, \$56,131, including also the \$155,942 distributed as fishing bounties.

The total amount received during the same period as revenue from fishery licenses, fines, &c., in the different provinces of Canada is given at \$79,169. This sum also includes the *modus vivendi* licenses granted the United States fishing vessels (\$11,223.)



## SESSIONAL PAPER No. 22

A comparative statement of all fisheries expenditure and revenue for the last fourteen years concludes this appendix.

Full details of these different expenditures may be found in the Auditor General's report, under their respective headings.

## FISHING BOUNTIES.

During the year 1901, the deep-sea fishermen of the maritime provinces received the sum of \$155,942 as fishing bounties on their catch of fish for that season. Of this amount \$69,091 was divided among the owners and crews of 786 vessels, and \$86,850 was distributed to 21,217 boat fishermen. These different amounts covered the payment of 13,374 claims. Thirty-two were refused payment as being fraudulent.

For the last year Nova Scotia received nearly double the amount of bounty distributed to all the other provinces together, amounting to \$101,024. Quebec's share was \$33,161; New Brunswick, \$13,420; Prince Edward Island, \$8,335.

Since its inception (1882) the sum of \$3,156,113 has been distributed among the fishermen of the above mentioned provinces to stimulate the development of their sea fisheries.

The regulations governing the payment of such fishing bounties, as well as full particulars respecting their distribution, will be found in Appendix No. 2.

## EXTENT OF COAST.

The fisheries of Canada are the most extensive of the world, extending on our immense sea-coast line, besides innumerable lakes and rivers. The eastern sea-coast of the maritime provinces from the Bay of Fundy to the Strait of Belle Isle covers a distance of 5,600 miles, while the western sea-coast of British Columbia is reckoned at 7,180 miles, or more than double that of Great Britain and Ireland. While the salt water in shore area, not including minor indentations covers more than fifteen hundred square miles, the fresh water area of that part of the Great Lakes belonging to Canada is computed at 72,700 square miles, not including the numerous lakes of Manitoba and the North-west Territories, all stocked with excellent species of good fish.

## CAPITAL INVESTED IN FISHERIES OF CANADA AND NUMBER OF FISHERMEN.

The following table shows that 78,290 men were engaged during the season of 1901 in our fishing industry, using 5,837,677 fathoms of nets, and other fishing gear representing a capital of \$11,491,300.

The lobster plant alone is estimated at \$1,388,907, comprising 855 canneries dispersed on the sea coast of the maritime provinces. No less than 15,315 persons were employed in this branch of the fishing industry.

The salmon canning industry of British Columbia for the year 1901, comprising seventy-seven establishments valued at a million and a-half dollars, gave employment to 18,941 persons, and preserved over fifty-nine million cans of salmon.

The sealing fleet in the same province for 1901 consisted of thirty-nine schooners, 139 boats, 226 canoes, valued at \$370,000 and manned by over 900 sailors and hunters.



## RECAPITULATION.

SHOWING the Value of Fishing Vessels, Boats, Nets, &c., and of all the Capital invested in the Fishing Industry of Canada in 1901.

PROVINCES.	FISHERMEN IN		VESSELS.			BOATS.		GILL NETS AND SEINES.		Value of Pound and Trap Nets, &c., Trawls, &c.	Value of Lobster Plant.	Approximate Value of Smoke-houses, Ice and other fixtures.	TOTAL VALUE.
	Vessels.	Boats.	Number.	Tonnage.	Value.	Number.	Value.	Fathoms.	Value.				
Nova Scotia .....	5,607	18,367	527	24,119	1,055,515	13,564	271,967	1,841,927	523,544	231,183	659,425	577,700	3,319,334
New Brunswick .....	1,144	11,558	314	4,138	145,775	6,825	227,816	1,143,077	721,985	303,983	348,836	485,430	2,233,825
Prince Edward Island .....	153	4,160	25	596	11,600	2,325	58,390	89,346	33,564	16,705	261,490	43,840	425,589
Quebec .....	173	11,058	33	1,126	21,145	7,943	212,332	297,063	198,442	158,686	119,156	244,900	954,661
Ontario .....	489	2,313	*101	1,891	244,235	1,299	84,629	1,214,509	181,368	159,526	.....	81,163	750,921
British Columbia .....	{ 504 ‡908	{ 18,942	{ 168 ‡39	{ 4,200 2,791	{ 353,000 370,500	{ 4,938 365	{ 301,370 23,900	{ 797,200	606,437	9,125	.....	1,695,750	3,360,082
Manitoba and N.W. Territories .....	170	2,744	*24	1,497	215,910	927	31,893	454,555	46,847	1,300	.....	150,988	446,888
Totals .....	9,148	69,142	1,231	40,358	2,417,680	38,186	1,212,297	5,837,677	2,312,187	880,508	1,388,907	3,279,721	11,491,300

†Scaling fleet. ‡Sailors and seal hunters. \* Mostly tugs.

## SESSIONAL PAPER No. 22

RECAPITULATION.  
STATEMENT of the Lobster Industry in Canada, 1901.

PROVINCES.	Number of persons employed.	PLANT.					CATCH.				
		Number of Canneries.	Value.	Number of Traps.	Value.	Total value of Plant.	Number of Lb. Cans.	Value.	Fresh or Alive, cwt.	Value.	Total value of Catch.
Nova Scotia.....	5,555	258	218,909	702,232	440,516	659,425	5,003,023	1,000,603	146,488	1,113,485	2,114,088
New Brunswick.....	5,011	221	127,160	251,620	221,676	348,836	1,842,340	368,468	17,605	120,566	489,034
Prince Edward Island.....	2,728	225	95,520	280,880	165,970	261,490	2,386,070	477,214	32	160	477,374
Quebec.....	2,021	151	48,750	128,720	70,406	119,156	825,171	165,034	70	350	165,384
Total .....	15,315	855	490,339	1,363,512	898,568	1,388,907	10,056,604	2,011,319	164,195	1,234,561	3,245,880

2-3 EDWARD VII., A. 1903

COMPARATIVE TABLE showing Number, Tonnage and Value of Vessels and Boats engaged in the Fisheries of Canada, together with the Value of Fishing Materials employed, from 1879 to 1901.

Year.	VESSELS.			BOATS.		Value of Nets and Seines.	Value of other Fishing Material.	Total of Capital Invested.
	No.	Tonnage.	Value.	No.	Value.			
			\$		\$	\$	\$	\$
1879.....	1,183	43,873	1,714,917	25,616	854,289	988,698	456,617	4,014,521
1880... ..	1,181	45,323	1,814,688	25,266	716,352	985,978	419,564	3,936,582
1881.....	1,120	48,389	1,765,870	26,108	696,710	970,617	679,852	4,113,049
1882.....	1,140	42,845	1,749,717	26,747	833,137	1,351,193	823,938	4,757,985
1883.....	1,198	48,106	2,023,045	25,825	733,186	1,243,366	1,070,930	5,120,527
1884.....	1,182	42,747	1,866,711	24,287	741,727	1,191,579	1,224,646	5,014,663
1885... ..	1,177	48,728	2,021,633	28,472	852,257	1,219,284	2,604,285	6,697,459
1886.....	1,133	44,605	1,890,411	28,187	850,545	1,263,152	2,720,187	6,814,295
1887.....	1,168	44,845	1,989,840	28,092	875,316	1,499,328	2,384,356	6,748,840
1888... ..	1,137	33,247	2,017,558	27,384	859,953	1,594,992	2,390,502	6,863,005
1889... ..	1,100	44,936	2,064,918	29,555	965,010	1,591,085	2,149,138	6,770,151
1890.....	1,069	43,084	2,152,790	29,803	924,346	1,695,358	2,600,147	7,372,641
1891... ..	1,027	39,377	2,125,355	30,438	1,007,815	1,644,892	2,598,124	7,376,186
1892.....	988	37,205	2,112,875	30,513	1,041,972	1,475,043	3,017,945	7,647,835
1893.....	1,104	40,096	2,246,373	31,508	955,109	1,637,707	3,174,404	8,681,557
1894.....	1,178	41,768	2,409,029	34,102	1,009,189	1,921,352	4,099,546	9,439,116
1895... ..	1,121	37,829	2,318,290	34,268	1,014,057	1,713,190	4,208,311	9,253,848
1896.....	1,217	42,447	2,041,130	35,398	1,110,920	2,146,934	4,527,267	9,826,251
1897.... ..	1,184	40,679	1,701,239	37,693	1,128,682	1,955,304	4,585,569	9,370,794
1898.....	1,154	38,011	1,707,180	38,675	1,136,943	2,075,928	4,940,046	9,860,097
1899.....	1,178	38,508	1,716,973	38,538	1,195,856	2,162,876	5,074,135	10,149,840
1900... ..	1,212	41,307	1,940,329	38,930	1,248,171	2,405,860	5,395,765	10,990,125
1901.....	1,231	40,358	2,417,680	38,186	1,212,297	2,312,187	5,549,136	11,491,300



## SESSIONAL PAPER No. 22

COMPARATIVE TABLE showing the number of men employed in the Fishing Industry since 1879.

Year.	Number of Persons in Lobster Canneries.	Number of Men in Vessels.	Number of Men in Boats.	Total Number of Fishermen.	Total Number of Persons in Fishing Industry.
1879.....		8,818	52,577	61,395	
1880.....		8,757	51,900	60,657	
1881.....		8,359	50,679	59,056	
1882.....		8,498	52,785	61,283	
1883.....		9,966	52,259	62,225	
1884.....		9,968	51,854	61,822	
1885.....		9,539	53,282	62,821	
1886.....		8,927	53,073	62,000	
1887.....		8,911	55,247	64,158	
1888.....		9,574	53,109	62,683	
1889.....		9,621	55,382	65,003	
1890.....		8,726	55,000	63,726	
1891.....		8,666	56,909	65,575	
1892.....		8,330	55,348	63,678	
1893.....		8,899	58,854	67,753	
1894.....		9,525	61,194	70,719	
1895.....	13,030	9,804	61,530	71,334	84,364
1896.....	14,175	9,735	65,502	75,237	89,412
1897.....	15,165	8,879	70,080	78,959	94,124
1898.....	16,548	8,657	72,877	81,534	98,082
1899.....	18,708	8,970	70,893	79,893	98,601
1900.....	18,205	9,205	71,859	81,064	99,269
1901.....	15,315	9,148	69,142	78,290	93,605

## VALUE OF THE FISHERIES.

The total value of fish and fish products in Canada for the year 1901 aggregates \$25,737,153, exceeding the previous catch by over *four million dollars*. This amount is the largest production ever yielded by the Canadian waters and shows an increase of \$3,000,000 over the highest catch ever published in the Fisheries reports in any previous year.

The following table shows to which of the provinces of the Dominion this unprecedented surplus is mostly ascribed :

Provinces.	Value of all Fish.	Increase.	Decrease.
Nova Scotia .....	\$ 7,989,548	\$ 180,396	
British Columbia.....	7,942,771	3,063,951	
New Brunswick.....	4,193,264	423,522	
Quebec.....	2,174,459	185,180	
Ontario.....	1,428,078	94,784	
Prince Edward Island.....	1,050,623		\$ 8,570
Manitoba and North-west Territories.....	958,410	240,251	
Net increase.....		\$ 4,179,514	

As will be noticed there is an increase in every province of the Dominion, except in Prince Edward Island, where the decrease is purely nominal. Of course the surplus of over three million dollars in British Columbia is due to the extraordinary pack of salmon in this province for that year. The surplus of nearly half a million dollars in New Brunswick is the next in importance and can be ascribed to the large yield of the herring industry. The other provinces also contribute fair increases over the yield of the preceding year, and all helped to produce the largest aggregate value ever published in our annual report for any one year.

The features of the various fisheries are fully explained by the different inspectors in their respective returns, forming the appendices 3—10 of this report.

The figures here given do not include all the enormous quantity of fish consumed by the Indians of British Columbia, the Yukon district and the remoter parts of the North-west Territories, where their staple food consists of fish.

## SESSIONAL PAPER No. 22

The following statement shows the relative values of the principal kinds of commercial fishes (above \$100,000) for the year 1901 as compared with those of the previous year.

Kinds of Fish.	Value.	Increase.	Decrease.
	\$	\$	\$
Salmon.....	7,221,387	3,328,170	
Cod.....	4,039,394	424,619	
Lobsters.....	3,245,881	190,531	
Herring.....	1,865,394	12,157	
Mackerel.....	1,372,459		176,989
Whitefish.....	783,464	78,141	
Haddock.....	782,163	174,096	
Trout.....	663,642	6,394	
Sardines.....	562,965	254,944	
Smelts.....	485,874	10,870	
Halibut.....	394,021		11,942
Pickarel.....	339,686	95,937	
Hake.....	304,212		216,292
Pollock.....	227,218	10,968	
Oysters.....	179,488	11,808	
Pike.....	172,941	77,040	
Alewives.....	139,428		22,586
Sturgeon.....	133,264		72,398
Eels.....	124,590		864

The quantity of fish used as bait is valued at \$414,296, that of fish oil at \$226,724, while the fur seal skins of British Columbia realized \$366,330.

A glance at the above table will show that out of nineteen of the principal species of fish only six indicate a falling off, one of them being purely nominal. Of the five principal commercial kinds aggregating millions, mackerel only has declined. The most pronounced fluctuation is that of salmon, which last year showed a decrease of over half a million dollars, while this year (1901) a surplus of forty per cent is noticed. In fact the enormous pack of British Columbia salmon, of nearly sixty million cans, has by far exceeded the production of any previous year in the history of this industry. Besides this, nearly nine million pounds of fresh and salted salmon were placed on the market by that province alone.

The other most important fluctuations in the sea fisheries are in cod, which is nearly half a million, in sardines over a quarter of a million, and even in lobsters there is a fair increased value. In the fresh water fisheries, while whitefish and trout show a slight improvement, pickerel has a betterment of almost one hundred thousand dollars.

From the year 1869 to 1901 inclusive, the five principal commercial fishes have yielded the following enormous values:—

Cod.....	\$121,171,295
Salmon.....	70,217,775
Lobster.....	65,511,358
Herring.....	64,383,547
Mackerel.....	42,605,334

## EXPORT OF FISH.

During the last fiscal year the value of fish and fish products, as well as marine animals exported from Canada to foreign countries, was \$14,143,249.

Details of these fish exports will be found in the annual report of the Department of Customs for 1902.



2-3 EDWARD VII., A. 1903

## RECAPITULATION.—Showing the production of the Fisheries

Number.	Kinds of Fish.	NOVA SCOTIA.		BRITISH COLUMBIA.		NEW
		Quantity.	Value.	Quantity.	Value.	
			\$		\$	
1	{ Cod, dried..... Cwt.	656,603	2,626,412	4,920	24,600	93,869
	" tongues and sounds..... Brls.	892	8,920			176
	Haddock, dried..... Cwt.	130,848	392,544			5,000
2	" fresh..... Lbs.	4,687,956	140,638			686,100
	" smoked, (finnan haddies)....	2,103,100	126,186			1,162,800
3	{ Hake, dried..... Cwt.	84,794	190,787			24,714
	" sounds..... Lbs.	49,898	24,949			19,125
4	Pollock..... Cwt.	87,632	175,264			25,887
5	Tom cod or frost fish..... Lbs.	223,995	11,199			1,909,500
6	Halibut..... "	803,049	80,305	5,701,000	285,050	122,200
7	Flounders..... "	1,446,956	72,348			163,500
	{ Salmon, fresh..... "	572,214	114,443	2,128,805	212,880	1,422,200
	" preserved in cans..... "	5,563	834	59,864,176	5,986,618	8,680
8	" smoked..... "	7,440	1,488	301,000	30,100	5,350
	" pickled..... Brls.	87	1,305	7,931	79,310	
	" dry salted..... Lbs.			6,476,207	259,048	
9	Trout..... "	97,351	9,735	323,300	32,330	217,500
10	Ouananiche..... "					
11	Whitefish..... "					
12	Smelts..... "	459,112	22,950	101,500	5,075	8,033,220
13	Oulachons..... "			1,290,500	65,950	
	{ Herring, salted..... Brls.	67,795	271,180			174,158
14	" fresh..... Lbs.	5,792,850	57,928	960,000	28,800	8,044,000
	" smoked..... "	695,850	13,917	182,500	18,250	12,153,050
	" kippered in cans..... "					136,600
15	{ Sardines, preserved..... Cans.					1,715,000
	"..... Brls.					234,628
16	Shad..... "	987	9,870	50	500	6,547
17	Alewives..... "	13,129	52,556			20,408
18	Pike..... Lbs.					
19	Maskinonge..... "					
20	{ Eels, salted..... Brls.	2,420	24,200			2,235
	" fresh..... Lbs.					
21	Perch..... "					
22	Pickarel..... "					180,500
23	Bass (sea)..... "	19,000	1,900			189,300
24	" (achigan)..... "					
25	{ Mackerel, salted..... Brls.	47,909	718,635			525
	" fresh..... Lbs.	2,140,222	256,826			866,000
26	{ Sturgeon..... "			65,000	3,250	2,000
	" caviare and bladders..... "			800	400	100
27	{ Lobsters, canned..... Cwt.	5,003,023	1,000,604			1,842,340
	" alive or fresh..... Brls.	146,488	1,113,485			17,605
28	Oysters..... "	1,630	6,760		15,000	14,460
29	Clams..... "	1,518	5,754		23,600	
30	Squid..... "	22,423	89,692			2,483
31	{ Coarse and mixed fish..... Lbs.	39,236	78,472		48,500	5,935
	"..... "			489,500	24,475	
32	Home consumption (not included above).....				370,000	
33	Fur seal skins (in B.C.)*..... No.			24,422	366,330	
34	Hair seal skins..... "	66	83	4,100	3,075	259
35	Belugas (white whales) skins..... "					
36	Fish used as bait..... Brls.	91,209	136,813			93,209
37	Fish used as fertilizer..... "	105,352	52,676	3,000	9,000	120,110
38	Fish oil..... Galls.	326,280	97,884	152,100	45,630	45,670
	Totals.....		7,989,548		7,942,771	

\* Add 10 sea otter skins, \$5,000.

## SESSIONAL PAPER No. 22

in the different Provinces of Canada for the Year 1901.

BRUNSWICK.	QUEBEC.		ONTARIO.		P. E. ISLAND.		MANITOBA AND N. W. TERRITORIES.		Number.
Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.	
\$		\$		\$		\$		\$	
375,476	227,035	908,140			22,159	88,636			1
1,760	258	2,580			287	2,870			
15,000	3,532	10,596			750	2,250			2
20,583	34,000	1,020			12,000	360			
71,520	513	1,154			5,200	312			3
55,607					7,390	16,628			
9,562					13,359	6,679			4
51,774					60	180			
95,475	716,500	14,325			9,600	480			5
12,220	159,012	15,901			5,450	545			6
8,175									7
284,440	1,196,981	239,396			1,800	360			8
1,302					1,200	180			
1,070	1,440	288							9
	555	8,325							
21,750	367,317	36,732	5,803,367	554,427	35,825	3,583	101,700	5,085	10
	31,000	3,100							11
	80,805	6,465	3,216,540	249,670			10,546,600	527,330	12
401,661	392,700	19,635			730,947	36,547			13
									14
696,632	30,803	123,212	2,381	9,526	32,683	130,732			
80,440	889,340	8,893	7,793,438	155,869	783,440	7,834			15
243,061	123,000	2,460			150,000	3,000			
13,660									16
85,750									
469,256	2,653	7,959							17
65,470	108	1,084							
81,632					1,310	5,240			18
	363,130	14,525	1,856,255	74,250			4,208,300	84,166	19
	52,950	3,177	564,596	33,876					20
22,350	187	1,870			905	9,050			
	1,043,480	62,609	75,190	4,511					21
	338,870	10,166	1,066,087	31,982			34,000	680	
9,025	396,625	19,831	3,054,057	152,703			5,270,900	158,127	22
18,930									23
	146,195	11,696	412,525	33,002					24
7,875	12,424	186,360			6,100	91,500			25
103,920	5,500	660			55,693	6,683			
200	197,415	11,845	568,090	34,085			727,600	42,380	26
50			41,150	21,054			20,000	20,000	
368,468	825,171	165,034			2,386,070	477,214			27
120,566	70	350			32	160			
57,840					24,972	99,888			28
68,610					140	560			29
9,932	4,451	17,804			1,647	6,588			30
11,870					1,335	3,160			31
16,440	3,349,060	33,891	2,500,680	73,123			7,261,000	105,870	
							738,690	14,772	32
									33
343	15,461	19,326			16	32			34
	28	112							35
139,813	61,870	92,805			29,910	44,865			36
60,055	89,382	41,691			2,880	1,440			37
13,701	221,474	66,442			10,222	3,067			38
4,193,264		2,174,459		1,428,078		1,050,623		958,410	

## RECAPITULATION.

Of the Yield and Value of the Fisheries in the Dominion of Canada for the Year 1901.

No.	Kinds of Kinds.	Quantity.	Value.	Total Value.
1	Cod..... Cwt.	1,004,586	\$4,023,264	4,039,394
	" tongues and sounds..... Brls.	1,613	16,130	
2	Haddock, dried..... Cwt.	140,130	420,390	782,163
	" fresh..... Lbs.	5,420,056	162,601	
	" smoked (finnan haddies)..... "	3,271,613	199,172	
3	Hake, dried..... Cwt.	116,898	263,022	304,292
	" sounds..... Lbs.	82,382	41,190	
4	Pollock..... Cwt.	113,579		227,218
5	Tom-cod, or frost fish..... Lbs.	2,859,595		121,497
6	Halibut..... "	6,790,711		394,021
7	Flounders..... "	1,610,456		80,523
	Salmon, fresh..... "	5,322,000	851,519	7,221,387
	" preserved in cans..... "	59,879,619	5,988,934	
8	" smoked..... "	315,230	32,946	
	" pickled..... Brls.	8,573	88,940	
	" dry salted..... Lbs.	6,476,207	259,048	
9	Trout..... "	6,946,360		663,642
10	Ouananiche..... "	31,000		3,100
11	Whitefish..... "	13,843,945		783,465
12	Smelts..... "	9,717,479		485,874
13	Oulacnons..... "	1,290,500		
	Herring, salted..... Brls.	307,820		65,950
14	" fresh..... Lbs.	24,263,068	1,231,282	1,865,394
	" smoked..... "	13,304,400	339,764	
	" kippered in cans..... "	136,600	280,688	
15	Sardines, preserved..... Cans.	1,715,000	85,750	562,965
	"..... Brls.	237,281	477,215	
16	Shad..... "	7,692		76,924
17	Alewives..... "	34,857		139,428
18	Pike..... Lbs.	6,427,685		172,941
19	Maskinonge..... "	617,546		37,053
20	Eels, salted..... Brls.	5,749	57,470	124,590
	" fresh..... Lbs.	1,118,670	67,120	
21	Perch..... "	1,438,957		42,827
22	Pickarel..... "	8,902,082		339,686
23	Bass (sea)..... "	208,300		20,830
24	Bass (Achigan)..... "	558,720		44,698
25	Mackerel, salted..... Brls.	66,958	1,004,370	1,372,459
	" fresh..... Lbs.	3,067,415	368,089	
26	Sturgeon..... Lbs.	1,560,105	91,760	133,264
	" caviare..... "	62,050	41,504	
27	Lobsters, canned..... "	10,056,604	2,011,320	3,245,881
	" alive or fresh..... Cwt.	164,195	1,234,561	
28	Oysters..... Brls.	44,122		179,488
29	Clams..... "			98,524
30	Squid..... "	31,004		124,016
31	Coarse and mixed fish..... "	58,631	142,002	395,801
	"..... Lbs.	13,970,740	253,799	
32	Home consumption, not included above.....			384,772
33	Beluga (white whales) skins..... No.	28		112
34	Fur seal skins (B.C.)..... "	24,422		366,330
35	Hair..... "	19,902		22,859
36	Fish used as bait..... Brls.	276,198		414,296
37	" fertilizer..... "	320,724		167,862
38	Fish oil..... Galls.	765,746		226,724
39	Sea otter (in B.C.)..... No.	10		5,000
Total for 1901.....				25,737,153
" 1900.....				22,557,639
Increase.....				4,179,514



## SESSIONAL PAPER No. 22

## RECAPITULATION

Showing the Total Value of the Fisheries in the respective Provinces of Canada, from 1870 to 1901, inclusive, as compiled from the Annual Reports of the Department of Fisheries.

Year.	Nova Scotia.	New Brunswick.	Prince Edward Island.	Quebec.	Ontario.	British Columbia.	Manitoba and North-west Territories.	Total for Canada.
1870.....	\$ 4,019,425	\$ 1,131,433	No data.	\$ 1,161,551	\$ 264,382	No data.	\$ No data.	\$ 6,577,391
1871.....	5,101,030	1,185,933	"	1,063,612	193,324	"	"	7,573,199
1872.....	6,016,835	1,965,459	"	1,320,189	267,633	"	"	9,570,116
1873.....	6,577,085	2,285,662	207,595	1,391,564	293,091	"	"	10,754,997
1874.....	6,652,302	2,685,734	288,863	1,608,660	446,297	"	"	11,681,886
1875.....	5,573,851	2,427,654	298,927	1,596,739	453,194	"	"	10,350,385
1876.....	6,029,050	1,953,389	494,967	2,097,668	437,229	"	"	11,117,000
1877.....	5,527,858	2,133,237	763,036	2,560,147	438,223	"	"	12,005,934
1878.....	6,131,600	2,305,790	840,344	2,664,055	348,122	"	"	13,295,678
1879.....	5,752,937	2,554,722	1,402,301	2,920,395	367,133	"	"	13,529,254
1880.....	6,201,061	2,744,477	1,675,089	2,631,556	444,491	"	"	14,499,979
1881.....	6,214,782	2,930,904	1,955,290	2,751,962	509,903	"	"	15,817,162
1882.....	7,131,418	3,192,339	1,855,687	1,976,516	825,457	"	"	16,824,092
1883.....	7,689,374	3,185,674	1,272,468	2,138,997	1,027,033	"	"	16,958,192
1884.....	8,763,779	3,730,454	1,085,619	1,694,561	1,133,724	"	"	17,766,404
1885.....	8,283,922	4,005,431	1,293,430	1,719,460	1,342,692	"	"	17,722,973
1886.....	8,415,362	4,180,227	1,141,991	1,741,382	1,435,998	"	"	18,679,288
1887.....	8,379,782	3,559,507	1,037,426	1,773,597	1,531,850	"	"	18,386,103
1888.....	7,817,030	2,941,863	876,862	1,860,012	1,839,869	"	"	17,418,510
1889.....	6,346,722	3,067,039	886,430	1,876,194	1,963,123	"	"	16,679,679
1890.....	6,636,444	2,699,055	1,041,109	1,615,119	2,009,637	"	"	17,655,256
1891.....	7,011,300	3,571,950	1,238,733	2,008,678	1,806,389	"	"	18,977,878
1892.....	6,340,724	3,203,922	1,179,856	2,236,732	2,042,198	"	"	18,941,171
1893.....	6,407,279	3,746,121	1,133,368	2,218,905	1,694,430	"	"	20,686,661
1894.....	6,547,387	4,351,626	1,119,738	2,303,386	1,650,968	"	"	20,719,573
1895.....	6,213,131	4,403,138	976,836	1,867,920	1,584,473	"	"	20,199,338
1896.....	6,070,895	4,799,423	976,126	2,025,754	1,605,674	"	"	20,407,425
1897.....	8,099,346	3,934,135	954,949	1,737,011	1,289,922	"	"	22,783,546
1898.....	7,226,034	3,849,357	1,043,645	1,761,440	1,433,632	"	"	19,667,121
1899.....	7,347,694	4,119,891	1,043,645	1,953,134	1,590,447	"	"	21,891,706
1900.....	7,809,152	3,769,742	1,039,193	1,889,279	1,333,294	"	"	21,557,639
1901.....	7,980,548	4,193,264	1,050,623	2,174,439	1,428,078	"	"	26,737,153
Totals.....	216,405,051	100,806,712	30,220,703	62,470,624	35,042,080	73,346,537	9,196,097	527,383,820

## FISH CULTURE.

The Fish-breeding report for the year 1902, by Professor E. E. Prince, Commissioner of Fisheries, forms Appendix 11 of this publication. It embraces, besides the usual summary of the work done at the several hatcheries, the report of the Inspector of Hatcheries, and the reports of the officers in charge of the operations at the fish-breeding institutions in the various provinces. Seventeen hatcheries were operated under the supervision of the department, and nearly three hundred millions of fry were incubated and successfully hatched and distributed in the lakes, rivers, streams, and, in the case of the lobster, the inshore waters of the Dominion. Of the total quantity of fry just named 120,000,000 were young lobsters and about 108,000,000 were lake whitefish (*Coregonus*). The new hatcheries at Gaspé, province of Quebec, North East Margaree, province of Nova Scotia, and Skeena River, northern British Columbia have been operated for the first time.

A most successful shipment of Black Bass, fingerlings, half-grown and full grown specimens was made in charge of Mr. F. H. Cunningham, to the North-west Territories. A quantity (15,000,000) of pickerel (pike-perch or doré) were hatched at Sandwich this year, after an interval of many years. On the whole the fish-culture operations for 1902 are amongst the most successful on record.

## OYSTER CULTURE.

Mr. Ernest Kemp, the Department's Oyster Expert, furnishes a full and detailed report of the season's work as an annex to the Fish-culture appendix. The work of oyster-culture has long been incommoded and hindered by the lack of a suitable tug for carrying on the cleaning, seeding, and stocking operations included in the work of oyster culture. This season, a new steamer, the *Ostrea*, specially built for the purpose, was completed and is in command of Mr. Kemp, who reports her to be most satisfactory, and in every way admirably adapted for the work in which she is specially engaged. Her dimensions are 50 ft. keel, 13 ft. beam, 4½ ft. deep and she draws only 4 ft. of water. Mr. Kemp himself decided most of the details of her build, and the plans and specifications followed closely his ideas as to the kind of boat necessary to help him in his oyster-culture operations. Of the various oyster areas to which he devoted attention during the season Mr. Kemp reports most favourably of the Murray Harbour, P.E.I., reserve. The oysters planted are doing well, and a small amount of seedlings were noticed. All the bed required was a little raking, which was done, and more effective supervision by a resident officer, which Mr. Kemp strongly urges. Other localities, Savage Harbour and lots 6 and 10, Prince Edward Island, are not of great promise, owing to the nearness of mussel beds, which are seriously harmful to oysters. If reserves in the rivers on lots 6 and 10 were established, the oysters existing could be saved and oyster areas re-established especially by the strict enforcement of the close season and of the size limit. The Shediac beds, after having been less closely supervised by Mr. Kemp, received much personal attention this year as they needed cleaning on account of the accumulation of weeds and sediment. The limits of clam-fishing were decided when Mr. Kemp was on the beds with Inspector Chapman, and in addition to the Order in Council in the matter, dated Dec. 16, 1902, Mr. Kemp makes some further suggestions in the direction of the better protection of both oysters and clams. He, further, points out that our existing oyster beds will be destroyed unless the system of



## SESSIONAL PAPER No. 22

leases or licenses to private parties be carried out and extended, on the lines of the Department's system prior to the fisheries decision 1898.

## FISHERIES PROTECTION SERVICE.

In appendix 12 of this publication will be found the usual report on the operations of our Fisheries Protection Service during the season of 1902, by Commander O. G. V. Spain. This service has again been carried on in a very satisfactory manner, and the only accident reported to any cruisers was to the *Acadia* while at the disposal of His Excellency the Governor General at Quebec.

The fleet consisted of the same cruisers as last year, viz.: *Acadia*, *La Canadienne*, *Curlew*, *Kingfisher*, *Osprey*, *Petrel*, *Quadra*, *Brant* and *Constance*.

The *Quadra* is partly employed in the protection service of British Columbia coast; the *Petrel* cruises in the Great Lakes of Ontario; the others are protecting the Gulf of St. Lawrence and Atlantic coast.

The number of United States vessels taking advantage of the *modus vivendi* licenses was eighty-nine, being seven more than during the previous season.

The long list of 267 foreign fishing vessels calling at our ports shows the importance of our harbours to these bankers on their different trips to the Great Banks.

A great many nets were seized by the captain of the *Petrel*, set in our waters of Lake Erie, by the United States fishermen. Captain Pratt of the *Curlew* also seized a couple of foreign vessels fishing with dynamite in our waters, but generally there was no serious trouble with our neighbour fishermen.

At the end of the season, Captain Spain and several of his officers devoted much time and labour in protecting our coast from lobster poachers and succeeded in destroying thousands of illegally set traps.

*Intelligence Bureau.*

A detailed report of the operation of this Bureau which also comes under the officer commanding the fisheries protection service is annexed to this appendix.

There are now 53 reporting stations dispersed on the coast of the maritime provinces. This report is by Mr. McKerrow, of Halifax.

## BAIT COLD STORAGE.

The system of bait cold storage has now been in operation for three years and in the report which Mr. Peter Macfarlane submits (See Appendix No. 13) a comparison is instituted between the work accomplished in the several freezers during the past year, and the results of previous years. With the action, anticipated to be taken at any early date by the government of the province of Quebec, it is expected that the coming year (1903) will witness a great advance in the extension of the bait freezer system in that province.

New developments of the scheme have been, from time to time, urged, viz., the establishment of freezers of large capacity to meet the requirements of the deep-sea fishermen or 'bankers,' and the erection of fish driers capable of accommodating the



fishermen in the various districts, and of enabling them to have their takes of fish dried independently of the fitful weather conditions on the Atlantic coast. There are several patent systems of fish-drying, and the matter is one that will require to be very carefully approached. As Professor Prince, Commissioner of Fisheries gives, in the exhaustive summary forming one of his special reports, a detailed account of the origin and growth of the present bait freezer scheme, it is not necessary to do more than make reference to the leading features which have been set forth in previous reports as follows :—

1. Formation of Fishermen's Bait Associations at the various fishing centres.
2. Incorporation of the associations formed under special Acts passed by the local legislatures of the maritime provinces.
3. Erection of bait freezers under the superintendence of skilled foremen provided by the department.
4. Audit of the accounts by one of the officials and the payment of 50 per cent of the cost by the department.
5. Practical explanation of the method of freezing and storing frozen fish for bait.
6. Provision of suitable forms for returns to be made to the department, showing daily the amount of fish received and issued and the temperatures maintained.
7. Payment of a bonus of \$5 per ton for bait frozen up to 20 tons, on the certificate of an inspector.

The co-operative cold storage work, undertaken by the department and the fishermen of the maritime provinces, for the purpose of providing a supply of bait during periods of scarcity has been continued during the past year with success.

The operations have been confined to the provinces of Nova Scotia and Prince Edward Island, under special Acts passed by the legislatures of these provinces. An Act has also been passed by the legislature of New Brunswick, permitting the free incorporation of Fishermen's Bait Associations. Arrangements were made to erect freezers at several points in this province, notably at Caraquet, but they were not carried out. The legislature of the province of Quebec did not deem it advisable to pass a special Act for the free incorporation of bait associations, and in consequence, it was impossible to organize associations to build bait freezers in this province. It is to be hoped during the coming session of this local legislature, that the benefits of this system will be recognized and provision made for its extension into Quebec.

The plan adopted for the aid of the fishermen in this important matter of providing a constant bait supply, has been devised on the principle of bearing equally with them the necessary expenditure for construction and equipment, overseeing as far as possible, that no mistakes are made in operating, but leaving the internal affairs and management solely under the control of a local board of directors.

Twenty freezers have been erected, of which less than half were operated during the past fishing season. The bait freezers constructed have a combined storage capacity of 645 tons of bait. Those operated this season had storage capacity of 210 tons and in all over 147 tons of bait were frozen, or, on an average, 70 per cent of their capacity was utilized. Inverness county, C.B., and Prince county, P.E.I., contain the largest

## SESSIONAL PAPER No. 22

number of freezers, viz., three each. Antigonish, Guysborough and Shelburne counties in Nova Scotia, contain two each, while one freezer has been erected in each of the counties of King's, P.E.I., Victoria, Cape Breton, Richmond, C.B., Halifax, Yarmouth and Digby in Nova Scotia, and Shediac, Westmorland, N.B.

It may be added that Mr. Peter Macfarlane, who was appointed to assist Mr. J. F. Fraser, C.E., in the bait cold storage work, has during the past year supervised the scheme and continued the duties performed by Mr. Fraser.

## THE FISHERIES STAFF.

The outside staff of fishery officers connected with this department during the last calendar year aggregates 680 men, including the crews of the fisheries protection fleet.

These officers were dispersed as follows :—

Ontario .....	6
Quebec.....	15
Nova Scotia .....	63
New Brunswick .....	33
Prince Edward Island.....	5
Manitoba .....	6
North-west Territories.....	7
British Columbia .....	10
Fishing guardians employed in 1902.....	285
Officers and crews of the fisheries protection fleet .....	250
<hr/>	
Total .....	680

2-3 EDWARD VII., A. 1903

The following are inspectors of fisheries in the different provinces of the Dominion :

Name.	P. O. Address.	Extent of Jurisdiction.
Bertram, A. C. ....	North Sydney, N.S.	District No. 1.—Cape Breton Island.
Hockin, Robt. ....	Pictou, N.S.	District No. 2.—Cumberland, Colchester, Pictou, Antigonish, Guysboro', Halifax and Hants counties.
Ford, L. S. ....	Milton, N.S.	District No. 3.—Lunenburg, Queen's, Shelburne, Yarmouth, Digby, Annapolis and King's counties.
Pratt, J. H., capt. . .	St. Andrews, N.B.	District No. 1.—The counties of Charlotte and St. John.
Chapman, Robt A. . .	Moncton, N.B.	District No. 2.—Restigouche, Gloucester, Northumberland, Kent, Westmoreland and Albert counties.
Harrison, H. E. ....	Maugerville, N.B.	District No. 3.—King's, Queen's, Sunbury, York, Carleton and Victoria counties.
Matheson, J. A. ....	Charlottetown . . .	Prince Edward Island.
Wakeman, Wm., M.D.	Gaspé Basin, Que . .	Lower St. Lawrence River and Gulf.
Lavoie, N., M.D. ....	L'Islet, Que . . . .	That portion of Quebec south of River St. Lawrence and north and east of and including county of Bellechasse.
Belliveau, A. H. ....	Ottawa . . . . .	Province of Quebec, north of River St. Lawrence and west from and including River Saguenay, and the portion south of River St. Lawrence, which lies west and south of the county of Bellechasse.
Hurley, J. M. ....	Belleville . . . .	That portion of Ontario east of the western boundary line of the counties of Durham, Victoria and Haliburton, including Lake Scugog and the eastern boundary of Muskoka and Parry Sound districts.
Sheppard, O. B. ....	Toronto, Ont . . .	That part of the province of Ontario west of the eastern boundaries of the county of Ontario, and the districts of Muskoka and Parry Sound along the Mattawa and Ottawa Rivers, and northward along the north-eastern boundary line of said province to James Bay.
Duncan, A. G. ....	Marksville, Ont. . .	That portion of Ontario lying west and north of Lake Nipissing, the Rivers Mattawa and Ottawa and the north-east boundary line of the province to James Bay, embracing Nipissing, Algoma, Thunder Bay and Rainy River districts, Lake Superior and such portions of Lake Huron and Georgian Bay as lie adjacent or opposite to the part of Ontario above described.
Young, W. S. ....	Selkirk, Man. ....	Province of Manitoba.
Miller, E. W. ....	Qu'Appelle, N.W.T.	All the North-west Territories.
Stewart, Theophilus. .	Dawson City. . . .	Yukon District.
Sword, C. B. ....	N. Westminster, B.C.	Province of British Columbia.

The following are the officers in charge of the Government Fish Hatcheries :

Name.	Rank.	P. O. Address.
Armstrong, Wm. ....	Officer in charge of Government Fish Hatchery . . . .	Newcastle, Ont.
Parker, Wm . . . . .	"	Sandwich, Ont.
Walker, John . . . .	"	Ottawa, Ont.
Finlayson, Alex. ....	"	Magog, Que.
Catellier, L. N. ....	"	Tadoussac, Que.
Lindsay, Robt. ....	"	Gaspé Basin.
Mowat, Alex. ....	"	Campbellton, N.B.
McCluskey, Chas . . .	"	Grand Falls, N.B.
Sheasgreen, Isaac. . .	"	South Esk, Miramichi, N. B.
Ogden, A. ....	"	Bedford Basin, N.S.
"	"	Lobster Hatchery . . . .
Campbell, A. G. ....	"	Pictou N.S.
Sword, C. B. ....	"	Fish Hatchery . . . . .
Whitwell, Thos. ....	"	N. E. Margaree.
Young, W. S. ....	"	New Westminster, B.C.
Kemp, Ernest . . . .	"	Skeena River.
	Oyster Culture. . . . .	Selkirk, Man.
		Ottawa, Ont.



## SESSIONAL PAPER No. 22

## FISHING SEASON OF 1902.

Herewith are appended the preliminary reports recently received from our different inspectors on the fishing operations for the season of 1902 just closed.

From a cursory glance at these brief reports, it is evident that the total yield for this year will fall short of the previous one, just published, by a considerable amount. The falling off of fifty per cent in the British Columbia salmon packing industry alone suffices to justify a decrease of nearly three million dollars in that province alone as compared with the extraordinary catch of 1901. This decline will be accentuated by the diminution of the herring and sardine industry in the Bay of Fundy districts.

In the other provinces it seems that one fluctuation will balance another and that the general result will be about an average yield.

A regrettable feature in the sea fisheries of the Atlantic coast is the repeated reference to the *dogfish* nuisance. Nearly every officer complains of it, and very often the falling off of the line fisheries is attributed to it. Some inspectors suggest that parties should be encouraged by bonus in the manufacturing of fertilizers with these shark fish so rich in phosphates. One of the intelligence bureau reporters describes an ingenious way adopted by the crew of some fishing schooners to rid their vicinity of a school of dogfish. See page 315.

## NOVA SCOTIA.

*Inspector A. C. Bertram of North Sydney, C. B.*, reports on the fisheries of Cape Breton, for the season of 1902, as follows :—

I am unable to state the actual increase or decrease in the leading branches of the fishery industry, as I have not yet received this year's statistics from the overseers. There is no doubt, however, that the returns will give an increased catch in cod, and a decrease in mackerel and herring, with salmon slightly under an average yield. I am only referring to the leading branches of the fishery industry in my district. The cod fishery has been good throughout the season, although interruptions have occurred in consequence of scarcity of bait in some localities. Stormy weather also has frequently prevented the fishermen from going out, particularly those who have no harbour advantages, but fish from the shore without protection.

The *mackerel* fishery was poor throughout the season. It appears that these fish, year by year are becoming scarcer. The New England purse-seine mackerel fishermen have also been short this season in their catch, which in 1900 was 82,217 barrels; in 1901, 66,537 barrels, and this present year only 41,728 barrels. It will be observed that there is a falling off year by year in the mackerel catch by the New England fleet. Of course the catch above referred to does not include fresh mackerel taken on the New England coast, but pickled mackerel landed in the markets and taken mostly in the waters surrounding the maritime provinces.

The *herring* fishery statistics will also show a decrease. While the spring and fall herring fishery has been up to the average, the mid-summer herring run is a complete failure. During the past decade these large fat-food fish have been getting scarcer, until the past two years they have failed to put in an appearance on our coast. The loss of this fishery is severely felt by our people. They have

evidently sought other haunts. The lobster fishery was not up to the average this year. There is no doubt that overfishing is the cause of the decrease. More restriction is required, if this important industry is to be worth prosecuting in the future. Not being a migratory fish, overfishing will sooner or later deplete the coastal waters if permitted.

There has been a drain on some of the fishing districts of fishermen as a result of the development in Cape Breton, in mining, manufacturing and railway construction. The heaviest drain, however, has occurred on the Newfoundland fishery districts, as an immense number of people have come to Cape Breton during the season from the ancient colony and are employed in the coal mines.

The fishery regulations are yearly becoming more respected and observed.

Inspector Robt. Hockin, of Picton, says that it is evident there will be a shortage with results of the seasons fishery operations as compared with previous years. The chief fishery product, the lobster fishery, will show a decrease of ten per cent. The cod, had-lock, hake and pollock fisheries will show a slight increase but there will be a considerable decrease in the mackerel fishery and the herring fishery has been probably only fifty per cent of the previous season. Shad, which are chiefly caught in the Bay of Fundy, have been taken in slightly increased quantities compared with last year. The results of the salmon fishery will be about the same as last season. The foregoing comprises about ninety per cent of the value of all of the fish that are taken in the district, and in the remaining minor fisheries of smelts, eels and oysters, there will not be any appreciable difference.

Inspector L. S. Ford, of Milton, Queen's Co., says in the absence of the statistics, which are now being prepared, he can only estimate the fisheries in his district, during the year just ended. My opinion, based on observation, is that the yield of our fisheries as a whole will be satisfactory to all concerned, even better than the last year, which showed an increased catch at good prices.

The offshore fishery of the cod family has been at least an average one. The shore fishery would show far better were it not for that pest, the dogfish, which infest our coast in constantly increasing numbers. At times it becomes practically impossible to secure marketable fish. As this voracious little shark is rich in phosphates, it would seem possible to render them of commercial value by encouraging factories to prepare them into fertilizer for farming purposes. Mackerel and herring are fast leaving our shores. They turn up at times in a few places but cannot be depended on as a catch. Lobsters will show an average yield. This valuable fishery grows of more importance every year. There is an increased demand for this crustacean in outside markets, especially the shipping of live lobsters, which shows a never failing demand, and as the packers can only buy what the United States law forbid the importation of, there is a great temptation on the part of the packers to buy below the size limit here. It needs constant care on the part of your officers to prevent such violation of the law, and to protect the business for the benefit of those who, at times, seem the most anxious to destroy it. Arrangements have been made for a rigid inspection of the factories the coming season and it is to be hoped, fewer cases of violation of the law will be reported. Our river fisheries are in a fairly prosperous condition. The regulations for their protection seem to need revision.



## SESSIONAL PAPER No. 22

## NEW BRUNSWICK.

*Inspector J. H. Pratt, of St. John, N.B.*, states that his district will show a decrease in the value and catch for the season just closing. This is attributed to the schools of herring not being as plentiful as during the previous season. The herring played off shore, which the fishermen felt was due to the presence of silver hake and squid inshore of them. Dogfish are becoming a great source of annoyance to our fishermen, coming on the shores earlier each season, and remaining later. This season's returns for the catch of herring will show a large falling off, with a heavy drop in their value. Only half a catch was taken in the waters of Grand Manan, where big catches are always the rule during the season for herring, and the other districts will also show quite a decreased catch. The catch of pollock will show a decrease also, in comparison with last season, which was an exceptional year for that fish. The catch, will, however, compare favourably with other seasons, and good prices were received throughout the season. The enactment of the law prohibiting the killing of pollock by means of dynamite, and its enforcement among the fishermen using it at Grand Manan, has had the effect of doing away with this vile mode of fishing, much to the gratification of all honest fishermen. In the lobster fishery a diminution is reported from all quarters, due not only to lobsters being scarcer, but to fewer men fitting out for that fishery. It is becoming annually more apparent that the size limit in Charlotte county should be raised to that of St. John county '10½ inches. This is the opinion of 90 per cent of the fishermen of the former county.

All line fish will show an average catch and good prices prevailed all through the year, and I have not heard any complaints from the fishermen on this score. The dogfish is now their principal bugbear, for often nothing will be found on their trawls but these fish. The clam beds at St. Andrews and Pocologan yielded the same satisfactory returns to those who pursued this industry.

*Inspector R. A. Chapman, of Moncton*, reports that the aggregate catch will be fully up to that of 1901, and would have been much larger only for the following reasons. Salmon fishery was greatly retarded and interfered with everywhere on our coasts by rough weather, entailing considerable loss, consequently in exposed places the nets were not in fishing order more than half the time; still, the quantity taken will be nearly an average one. Fly fishing was good. Spring herring were never more plentiful and immense quantities were taken for food, bait, &c., including larger numbers smoked than ever before. Fall herring on the Miscou and Caraquet banks struck in well, but heavy storms broke up nets, so that not so many were taken as last year. Notwithstanding the stormy weather prevailing more or less during the whole season, especially in the fall, codfish being exceedingly plentiful, the catch was a good one. More large boats and schooners are being employed in this fishery this year and less small boats. The take of oysters at Buctouche, Cocagne, is somewhat larger than usual, but less at Bay du Vin and other points on the Miramichi, where they are of inferior quality. This is largely due to boats from Caraquet, Shippegan, &c., which used to visit those places, now continuing at cod fishing in the fall, as it pays them better. Nearly double the quantity of hard shell clams (Quohogs) have been raked than ever before, and still the beds do not appear to be exhausted. Increased quantities of the ordinary clams were also taken for canning purposes.



2-3 EDWARD VII., A. 1903

Owing to unfavourable weather in fall of 1901, *smelt* fishing opened poorly, but later on large quantities were caught and the aggregate will not fall much below that of last year. This season, although the ice had not formed Dec. 1, the weather turned cold on that day, after a long period of thaws, and better fishing than known for years on all the small rivers I have heard from, is reported. Many nets having caught \$20 to \$25 worth in a single tide.

The catch of *lobsters* shows an increase for the first time in many years, but the gain is almost entirely in the straits of Northumberland, where it is believed the fishermen are getting the benefit of the output from the Pictou Hatchery. With the new hatcheries being built at Shippegan and Shemoguee we expect this fishery in a few years, to improve.

Other kinds of fish were about as usual, and as good prices prevailed throughout the season, this important industry has been fairly profitable to all concerned.

*Inspector H. E. Harrison of Maujerville, who replaced the late Mr. Miles in the inland district of New Brunswick,* reports that fishing in the St. John River district for the season of 1902 has been fairly satisfactory. While the *salmon* fishing on the lower St. John River and tributaries has not been quite up to the average, those fishing farther up the river seem to be well satisfied with the season's catch, one fisherman securing as many as one hundred fish, the smaller catch on the lower section of the river may be attributed to the unusual height of water all through the months of June and July. No doubt the benefit of this will be seen in the future, as salmon had an excellent chance to reach their spawning beds. The very wet season, and high water in the lakes and smaller streams, have also affected the trout fishing to some extent. There are many excellent trout lakes in this district, usually well patronized by American sportsmen. *Shad* were late in coming up river the present season, but the catch was very satisfactory. There was a good demand for these fresh, and salt shad now command a good figure. *Alewives* were taken in abundance, the home market for these fish is always limited, and the foreign was not so brisk the past season, as usual. The cause of this is ascribed to the volcanic eruptions in the West India Islands, where alewives are usually shipped in large quantities from this district.

#### PRINCE EDWARD ISLAND.

*Inspector J. A. Matheson of Charlottetown* states that the lobster pack has been beyond the most sanguine expectations and will be up to last season's catch. These crustacean were large and of better quality than usual.

*Cod and Hake* fishing was not followed with the usual vigour. Small quantities of mackerel were taken in July and August with nets, very little was done with hooks, except a few in October, which were of excellent quality. Herring was taken in about the usual quantities.

The catch of *Oysters* owing to the rough weather has not been as large as usual, fishermen complain of a scarcity, especially on shoal beds. *Smelt* fishing yielded about an average quantity, prices ruled high, and were remunerative to the fisherman.

## SESSIONAL PAPER No. 22

## QUEBEC.

Doctor Wakeham, Officer in charge of the Gulf of St. Lawrence Division, reports, that when the returns for 1902 are fully compiled it will be found, that the value of the catch will be slightly below that of 1901. This will be due to the continued falling off in the lobster pack, and a considerable decrease in the returns from the salmon, and fat herring fisheries. The cod fishery, which of course is the staple industry in the Gulf division, will be fully up to the average. The summer cod fishery was a most successful one, and had the same average catch continued through September and October we would have had one of the largest fisheries we have ever had, the weather however became rough early in September, and continued so all fall—so constantly so—that at most of the large fishing stations nothing whatever was done after the close of the summer fishing. On the North coast, along its whole extent from Point des Monts to Blancs Sablons, cod were abundant, and the catch was one of the best ever made. Only two Nova Scotia vessel visited the coast, they both did well. The Newfoundland fishing fleet, of about 300 vessels, did well—we may therefore expect a much larger fleet next season. Small-pox was unfortunately epidemic between Whale Head and Bradore, in June and July, and this to some extent interfered with the fishery made by residents, the disease however was of a mild type, isolation was fairly well enforced, and vaccination pretty generally accepted, so that by the end of July the quarantine was off, and all hands were at work again. Before it was known what the disease was men from two of the Newfoundland vessels contracted it by communication with the shore, but the moment it was realized that the disease was small-pox, the vessels were ordered to keep from communication with the shore, and from the infected vessels. No new cases occurred in the fishing fleet. I may say that the orders issued as to isolation, and disinfection were strictly observed, and closely followed, the result naturally was that the epidemic was crushed at once. The fishing community, on shore, and on the vessels, in their loyal and intelligent observance of the orders issued to them concerning the means necessary to be taken to stamp out the disease have set a remarkable example to other communities in the province, supposed to be much more advanced.

The catch of *salmon* shows a considerable falling off all round the coast. This was due I fancy to the fact that we had a very mild winter, and an early spring, and the salmon consequently ran in early and all at once, thus escaping the nets. The catch in 1901 was a heavy one, and we seldom have two good years in succession. Summer herring were scarce and the catch was small, in some places it was found, that by sinking the gill-nets a good way below the surface fair hauls were made, showing that the fish were there, but for some reason not schooling at the surface as they usually do. The catch of *mackerel* at the Magdalen Islands was good, and as there was a demand for the fish the price was high.

The *lobster* pack will show a considerable falling off, especially on such parts of the coast as are exposed to easterly winds. Two heavy easterly gales in June played havoc with the traps in all exposed places, so much so that packers and fishermen had not the material to fully replace them. This very general loss led me to advise a two weeks extension. Mr. Menier has established a second elaborate cannery at Goose Point Anticosti. He, however, suffered more severely than any one else from the rough weather, and his pack was consequently small in proportion.



2-3 EDWARD VII., A. 1903

Several very extensive lumbering establishments have recently opened in the division, notably that at Seven Islands, and the mills of the York Lumber, and the Calhoun companies at Gaspé, and the Messrs. Lovel, at Grand Valley, each of these establishments employs a large number of hands, and the wages paid in the lumber camps are greatly in advance of any hitherto obtained for winter work on the coast. All this with the fact of a good fishery, and a fair harvest has caused *good times* in the Gulf division.

*Inspector N. Lavoie, of l'Islet*, reports on the fishing operations in his division during the season of 1902 as follows :

Around the islands facing the counties of Montmagny and Bellechasse, eel fishing nearly failed, as the statistics will show a decrease of about 12,000 lbs ; from Point Lévis to St. Valier, fishing may be said to have been good, the more so, if we consider the remunerative prices realized on fish. However, Berthier and Montmagny show a falling off of more than one half in the catch of eels. Sturgeon fishing will also show a slight decline, but, on the whole, the fishermen are apparently satisfied, when they compare their catch with that of other localities farther down. This satisfactory result is ascribed to the gradual improvement of their fishing gear. From St. Valier to l'Islet, fishing was almost nothing. There will therefore be a large decrease in the yield of sturgeon and eels, while mixed fish will show an average yield. On that section of the coast lying between l'Islet and Sandy Bay, the season was one of the most unproductive experienced for many years past. Everything seemed to be in the way of fishermen ; frequent and long storms, injuries to fishing gear, &c. The only places where fishing may be said to have been comparatively remunerative, was at Green island, Cacouna and St. André, and this may be accounted for by the fact that this portion of the coast is somewhat sheltered. Herring fishing will show a decrease of over one million pounds. The sardine fishery was also an utter failure, while sturgeon and shad fishing show a slight increase. The salmon and trout fisheries are steadily declining in this section. No reliable accounts could be had of the number of speckled trout caught in the inland lakes, but I believe that it must have been satisfactory. The catch of porpoises was very poor, only 33 being killed.

From Sandy Bay to River Claude, the lowest post in my division, fishing appears to have been most successful, so much so, that residents neglected their farms in order to devote most of their time to fishing pursuits. The catch of fish was abundant ; prices ruled high, the number of lumber shanties has increased ; there is remunerative employment for everyone who chooses to work, and abundance seems to reign everywhere. The statistics will show a material increase in the catch of herring, while that of cod proved less successful. There may be a falling off of about one-half, due, not to a paucity of fish, but to the difficulty which fishermen too often experienced of being unable to go out fishing on account of stormy weather. Whenever it was possible to fish, the catch was large. Prices ruled high : \$4.50 to \$5.00 a quintal being the usual quotations. Salmon and trout fishing was good. In 1901, the yield was almost double that of 1900, and this year, it is again on the increase. It is reported that a simple sportsman killed 100 salmon with the fly, in St. Ann river. I also ascertained that fly fishing had been very good in Métis and Matane rivers. Cape Chatte river is not leaser, neither is there any guardian on it. For these reasons, I am inclined to believe that a good deal of poaching must be carried on there. Owing to remunerative prices, the halibut fishery seems to acquire greater importance. The statistics will show some 40,000 pounds against 25,000 last year.



## SESSIONAL PAPER No. 22

*Inspector A. H. Belliveau*, who has charge of the inland division of the province of Quebec, reports that from his few visits to the principal fishing localities, the catch of fish for the season of 1902 will likely be still less than the previous one. Not only are the fish scarcer but they are also steadily diminishing in size. This may be safely ascribed to over-netting in the past, as well as to the indiscriminate use of small meshed gear capturing immature fish. In fact, most of the yield now consists of inferior or coarser species of fish. A noticeable feature is the almost complete disappearance of shad from its former haunts in the St. Lawrence and its tributaries. In the lower part of this district, the catch of herring and sardine herring will show a great falling off as compared with that of previous years. The prohibition of all netting implements in the beautiful lakes and streams of the Eastern Townships which was adopted in the beginning of the year has proved very satisfactory to the residents of Sherbrooke and vicinity, who are anxious to preserve their game fish for summer tourists who congregate there annually in large numbers. Some sport-men are even urging more stringent restrictions by setting apart certain lakes entirely for the natural propagation of fish. It is to be hoped that the netting permits, tolerated during the previous summer, will never again be renewed as the total depletion of these waters would then be only a question of time. I have been informed that tons of fish were brought to market from districts where netting was carried on during the season of 1901. It is not sufficient to have good regulations enacted but the proper means for their observation should be taken by the authorities. It is questionable whether provincial guardians will exercise their utmost vigilance to prevent the possessors of nets from becoming poachers. There should be no netting allowed during the months of July and August in nearly all my district. During the summer the principal fishing centres were visited by the Provincial Superintendent of Fisheries and myself and fishermen, when questioned on this subject agreed almost unanimously that it would be to their own interests if such a regulation was adopted and enforced, as most of them are not prepared to bring fish to market in good condition during these months. During my inspections, this summer, I have had to report several violations of the saw-dust regulations, especially in counties of Berthier, Montmorency and Lake St. John district. In fact I was compelled to impose a fine on six mill owners for allowing their mill refuse to escape into the stream which furnished them with motor power.

During last summer a good substantial fishway of the Hockin improved model was erected at the Chambly dam, Richelieu River, by the Montreal Light, Heat and Power Company (Limited). Unfortunately a large break in this expensive dam recently damaged the lower part of the said fish-pass before it could be properly tested. The company will, no doubt, restore it so soon as the other repairs are completed in time for the spring-spawning fish to ascend.

Most of the remarks in my annual report (page 151) also apply for the season of 1902.

## ONTARIO.

*Inspector J. M. Hurley, of Belleville*, reports that sporting fish were very plentiful this year, especially so in the Bay of Quinté, Trent and other large rivers. Bass, trout and maskinongé were extremely abundant in the bay and lakes and on the rivers inland, where the coarse heads, viz., pike, pickerel, bull-fish, suckers, &c., do not go. On Trent and Moira rivers, pike, pickerel, &c., are numerous at the mouth and a few miles up the rivers

2-3 EDWARD VII., A. 1903

until stopped by the dams. There are neither bass nor maskinongé there, but up the rivers the sporting fish are plentiful.

I think fishways would be disastrous to sporting fish in these rivers, as they would allow rough fish to go up and they would infest the spawning grounds of the game fish. The catch of fish was good this fall; indeed, it is generally said that it never was better. No nets were allowed in the waters until September 15. Rough fish were plentiful, but whitefish and herring were scarce. Very few were taken when the close season came on. The ice formed in the bay on December 5, which stopped operations for the year.

There has been a great deal of poaching and illegal fishing and shipping of fish on the Lake Ontario side of Prince Edward county and around the islands between the lake and Bay of Quinté. United States vessels and tugs from Cape Vincent run along that coast and gather up the fish. There is not enough supervision in the district, as one overseer has over 200 miles to look after. There should be a steam yacht for that section to enable the local officers to do their work.

The Quinté bass pond at Point Ann is still doing good work breeding fish under natural conditions and replenishing the bay and surrounding waters, as the quantity of bass caught testifies. Parent bass were put in the pond from April 22 to May 4. They commenced to spawn on May 13 and hatched May 27 to June 1. Upon September 1 some of the young bass were four inches long.

There are several lakes around Sharbot Lake which are very suitable for bass or trout. They are well protected from rough fish and the waters are deep and clear. Railway facilities are good, which is a great factor in depositing fish successfully.

*Inspector O. B. Sheppard, of Toronto*, reports that the catch of fish in his division this year has been fairly satisfactory. The catch of trout was considerably above the average, whitefish slightly below the average, and herring on the increase both in number and size. Sturgeon are gradually decreasing both in size and number. Yellow pickerel have been an average catch, while that of blue pickerel has been slightly above the average. The rod and line fisheries show a considerable falling off; while the coarse and smaller fish, such as bullheads, perch, etc., are as plentiful as usual. The law regarding the close season for the various kinds of fish is not being enforced as it should by the overseers. Many of them seem utterly oblivious to their duties, and make no attempt whatever to see the law carried out.

The carp are increasing very rapidly in this division, both in the inland and international waters, and will eventually, in my opinion, do an incalculable amount of damage to our fisheries, and I am afraid they will also destroy our duck shooting by destroying their food, viz., the wild rice, which they are doing in all waters where they are found. I would advise allowing them (the carp) to be taken at all seasons and by any means, and if necessary pay a bounty for their destruction. The carp, to my mind, is the most dangerous element we have at present to contend with, in our fresh water fisheries, and I cannot impress too strongly my views as to taking drastic measures to stop their rapid increase. This matter, in my opinion, should not delay.

*Inspector A. G. Duncan, of Marksville*, states it is impossible for him to secure reliable information respecting the yield of fish in his district. He is of opinion that there are many more nets used than licensed for, that seines are often substituted for gill-nets.



## SESSIONAL PAPER No. 22

and that the mesh of the pound net pots should not be less than four inches, at least one side of it. Every licensed implement should be so marked on a floating buoy to enable the different officers to detect at once the illegal apparatus. If the quantity of fish is kept up it is with the increased use of illegal nets. Mr. Duncan recommends that certain parts of the great lakes should be protected by prohibiting netting of any kind therein for a number of years. He also recommends that a fish culture hatchery be established at St. Joseph Island.

## MANITOBA.

*Inspector W. S. Young, of Selkirk, Man.*, says that with the exception of one lake, the quantity of fish caught throughout the year 1902 for this province will be in advance of the previous season.

The catch of *Whitefish* on Lake Winnipeg during the commercial season will break all records. These valuable fish were more plentiful than they had been for years. In fact, fish of all kinds have been abundant throughout the season, except perhaps sturgeon, which will show a falling off. These valuable fish seem to be getting scarcer every year. The season of 1902 will be by far the most satisfactory one both to the fishermen and companies engaged in the fishery industry. Harmony prevailed everywhere. There were no disputes, and the regulations were, on the whole, fairly well respected.

Lakes Manitoba, St. Martin, Shoal du Bonnet, Rock, Pelican, White Water Oak, Clear Water, and also the Red, Assiniboine and Winnipeg Rivers have all had a very successful and profitable year. The catch will be ahead of the preceding year.

Lake Winnipegosis will show a falling off as compared with the previous catch. The run of fish during the summer season was very poor, so much so, that the fisherman did not do well. Since the fall fisheries started I understand that the run of fish have picked up somewhat, but not as plentifully as in former years. If this lake had held up its record for 1901, this year, along with the rest of the lakes in our province, the Manitoba fisheries would have been very considerable; as it is, I expect this year will not more than hold its own with the preceding year.

*Inspector E. W. Miller, of Fort Qu'Appelle*, says satisfactory reports as to the condition of the fisheries have been received from all overseers and guardians during the current year. The rainfall in spring and early summer was extremely heavy; the rivers were in full flood for a lengthy period, and most of the lakes have continued the gain in volume and improvement in condition of their waters noticed last year. The high stage of water gave free passage for fish to and from many bodies of water which have been isolated for several years, and fish are again being found in small lakes for some time devoid of them. Spawning fish were noticed in larger numbers than usual on their several grounds, and from all quarters fish are reported both plentiful and in prime condition. A much larger number of licenses was issued this year, due not so much to a larger amount of fishing being done, as to closer supervision and curtailment of the free permit privileges. In general, the regulations are well adhered to by the licensed fishermen, and the condition of the streams this spring did not lend itself to the illegal trapping of fish complained of in seasons of low water.

Cedar and Moose lakes were opened this summer for the sturgeon fishery but the catch was disappointing, the fishermen attributing their ill luck to the very high water,



the Saskatchewan reaching the highest level known for a great many years. The catch through the ice however was good. The great demand for sturgeon caused the fishery to be carried on in the waters north of Lake Winnipeg at points more remote than hitherto touched by men fishing for export. The fish here were plentiful and large. The alterations in the close season has not yet led to a revival of the export trade in whitefish formerly done in the Prince Albert district. In the Cumberland district there are symptoms of a falling off in the muskrat hunt which will lead to an increased resort to the fishery this winter. The whitefish lakes in the Edmonton district are now in excellent conditions, the benefits of close supervisions being nowhere more apparent. There is a very large increase in the amount of fishing done by angling and the quantity of pike, pickerel, &c., taken in this way is very great. At one lake the guardian reports an average of fifty anglers a day for a period of nearly six weeks, who caught from ten to twenty fish each. The settlers of foreign extraction are specially active in availing themselves of this privilege a fish diet being much appreciated by them. An experimental planting of black bass has been made at Buffalo Lake, Alta, the outcome of which will be watched with much interest as there are many similar bodies of water where the introduction of this game fish would be eagerly welcomed.

#### BRITISH COLUMBIA.

*Inspector C. B. Sword of New Westminster, B.C.*, says that the later date to which fishing is now prosecuted makes it more difficult than in former years to get exact statistics of the fisheries in time for the preliminary report required by the Department, and some of the figures now given, may be, though not to any great extent, modified when the official returns are received.

The canned *salmon* pack of 1902, showing a great falling off from that of 1901, amounts to 626,000 cases of all kinds, as against 1,247,212 cases in 1901. This decrease is more than accounted for by the difference in the Fraser river sockeye pack, 293,477 cases in 1902 against 966,525 cases in 1901. So far as the northern fisheries are concerned, they were better than in 1901. The Puget Sound sockeye pack being practically all Fraser river fish shows an even greater proportionate falling off, 322,566 cases in 1902 against 1,105,096 cases the previous year. While 1902 is so far below 1901, it yet compares favourably with 1898, the corresponding year in the quadrennial cycle (to which for some mysterious reason, the periodical runs of salmon seem to be subject) the pack in 1898 totalling only 492,551 cases. The shipments of dry salted salmon for the Japanese market will show an increase for the last year of nearly 50 per cent.

The *sturgeon* fishery may be looked upon as practically extinct commercially. The total returns for this year will not probably be more than one half of the small catch of 60,000 lbs. last year.

The *halibut* fishery will yield a very gratifying increase, the largest company interested in the business reporting that their shipments this year have exceeded by over 50 per cent the previous ones.

As the principal market for the catch of *herring* has been the bait required for the halibut fishery, the development in the latter will show a corresponding increase in their catch.

## SESSIONAL PAPER No. 22

## CONCLUSION.

The importance of the interests administered by the Department so far as relates to our marine and inland fisheries renders it imperative that the fishery laws and regulations should be wisely framed, and should be carried out in a firm, though considerate manner. The fishing industries are too vast and vital to the welfare of the country to permit of ineffective, one-sided and unwise measures, and it must be admitted that the fishing population do not always fully realize the necessity of preservative measures, and do not always render that support to the Department and its officers, which would ultimately prove of infinite benefit to the fisheries. While these observations apply to practically all our fisheries, various as they are, they apply especially to our lobster, oyster and salmon fisheries.

I have the honour to be, sir,

Your obedient servant,

F. GOURDEAU, Lt.-Col.,  
*Deputy Minister of Marine and Fisheries.*





SPECIAL

APPENDED REPORTS

BY

PROFESSOR E. E. PRINCE

*Dominion Commissioner of Fisheries*

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1. THE BAIT-FREEZER SYSTEM IN CANADA.
  2. THE FISH-WAY PROBLEM.
  3. THE CULTURE OF SHAD.
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1902



## SPECIAL APPENDED REPORTS.

### I

#### THE BAIT FREEZER SYSTEM IN CANADA.

BY PROFESSOR EDWARD E. PRINCE, COMMISSIONER AND GENERAL INSPECTOR OF FISHERIES FOR CANADA.

Of the many efforts made by the Dominion Government to foster and promote the sea-fisheries the most recent, and in many respects the most remarkable, is that of providing, under federal auspices, facilities for the storage and preservation of bait in refrigerators. The subject of cold storage for bait, and of fishery products generally, has for over twenty years engaged the attention of the Department of Marine and Fisheries. Indeed it is exactly twenty years since the Imperial Government granted to the Government of Canada its highest award, a gold medal, for the excellent features of two large refrigerators exhibited at the famous International Fisheries Exhibition held in London in 1883. These refrigerators constructed under the direction of the Department of Marine and Fisheries were designed primarily to preserve fresh fish, as was also the refrigerator shown by Mr. C. W. Gauthier of Windsor, Ont., and that exhibited by Messrs. Withrow and Wilcox, of Toronto; each of these exhibits likewise gaining the high honour of a gold medal, the premier award in each class.

The phase of the matter, which was regarded as most weighty by the Department of Marine and Fisheries was that relating to the question of bait supply for the fishermen. Season after season the lack of bait not merely hampered, but absolutely stopped fishing operations at the most important part of the season. 'The offshore fisheries are at a stand-still because there is no bait,' the late Mr. Thomas Robertson, M. P.P., informed the present writer, in a letter referring to the fishing industries of western Nova Scotia. In 1895 the complaint was general along the northern shores of our Atlantic waters, that bait was scarce. The valuable capelin no longer came in, in their former vast schools, the sand-launce has been fished out, and the herring formed practically the only reliable bait: but, one well known authority on the Percé coast affirmed that 'after large quantities have appeared in spring, the herring leave the shore and only erratically appear again later in the season.' 'Cannot the Government build bait freezers' the same writer asked 'for bait is more vital than breakwaters, wharfs, and the like, without bait, the fishery ends.' Three years ago the northern Cape Breton fishermen lost fully one quarter of the fishing season: because a supply of bait was not available, and this want of bait just occurred, as it generally does, precisely when the weather was the finest for carrying on fishing. The fleet of 'bankers' that is the fine schooners which for about five months each year fish upon the North Atlantic banks in the deep-sea, have frequently lost four to six weeks through shortage of bait, and the inshore fishermen are estimated to commonly lose \$20 to \$50 each, per season, from failure in the bait supply. It was felt that an abundant and reliable supply could be made available if proper means for its preservation could be provided, and the United States Government realized this many years ago when it devised a system of bait barges for conveying frozen herring from Newfoundland to American fishing ports.

The principal Canadian fishing firms, especially those operating on the more northerly shores along the Gulf of St. Lawrence, realised the necessity of a steady bait supply. The success of the great cod fishery depends upon a reliable supply; but while the herring abound in incredible quantities along the shores referred to, during the spring



season they begin to fail about mid-summer, and cannot be relied upon in the fall. Such firms as Messrs. Robin, Collas & Co., Messrs. Boutellier & Co., Messrs. Holliday & Sons established bait freezers in order to ensure a full and steady supply, when most required, after the spring season. Some of these firms had as many as five or six freezers at different points, and stored in them halibut, haddock, salmon, trout, &c. in addition to bait. The Department appears to have regarded this enterprise as one properly belonging to the fishing firms and fishermen: but that its vital importance was recognized is seen from the fact that in the Fisheries Report for 1891, plans and specifications of bait refrigerators were published for the information of all parties interested. Under the Department's directions, Messrs. Denison & King, of Toronto, completed detailed plans, published in the form of lithographed plates (seven in number), and a special bulletin was issued in 1891 in order to stimulate fishermen's societies, fish-merchants, and capitalists, to embark in this great enterprise, and provide the means for supplying the annual pressing demands for bait. It may be that the action of Newfoundland in prohibiting the export of bait had stirred up interest in the matter: but the "Bulletin No. 1. Aids to the Solution of the Bait Question," (dated November, 1891) concisely and plainly set forth to the fisherman and all interested the facility with which measures could be adopted for preventing a recurrence of the too-frequent bait famine. The bulletin pointed out that "Small freezers and cold stores can be put up in every fishing hamlet, and actual experiment has demonstrated that the frozen herring wrapped in an ordinary canvas bag and kept under the bottom boards of a fishing boat out of the sun have remained in the boat frozen for a period of twenty-four hours and at the end of that time have had to be put in the sun to thaw out before being cut up to put on the hooks.

As to the quantities, prices, &c., so far as the coastal fishery by boats is concerned, a few fishermen joining together can put up by their own labour and at small cost, a small building for use as a freezer and cold store and could by saving their own surplusage of spring herring ensure themselves a supply of bait whenever other seasonal baits were short, and for the supply of the deep sea fishermen larger buildings can be erected and a large supply of herring put up at certain places where they are known to be plentiful in the spring and where they could be readily put into the freezer at a cost of from fifty to seventy-five cents per barrel. And as these herring would readily command from three to four dollars per barrel when bait was scarce, the margin for cost of handling and freezing and for profit is a fair one and should attract capital.

For many years past this system of freezing and cold storage has been in successful use on the Great Lakes and at the present time nearly the whole catch of these waters amounting in the aggregate to five or six thousand tons is handled in this way and the dealers are thus enabled to regulate the supply according to the demand.

Five or six years later, one of the most widely known authorities on fishery matters in the Maritime Provinces, Dr. Arthur Kendall, M.P., at that time a member of the Nova Scotia Legislature, seriously took up the matter of cold storage as applied to bait and fish products. After devoting much time and attention to the subject, and conducting many practical tests, Dr. Kendall, personally superintended a shipment of boiled lobster from Halifax, N.S., to London, and he demonstrated that if a temperature of from 28° to 30° F. was maintained, there was no difficulty in keeping such lobsters in perfect condition for a period of about a month. On various occasions when discussing with Dr. Kendall the effects of a lower and higher temperature (than from 28° to 30° F.) which experiments showed to be unfavourable to the perfect preservation of the lobster for food purposes, I expressed the view that too low a temperature would break up and disorganize the tissues, muscular, hepatic, fatty and hæmal, while under a higher temperature, above 30° the abundant hæmal fluid contained in sinuses under the carapace, the fatty matters, and amyloid substances, largely glycogenous in character would quickly develop a rancid and offensive odour. This unpleasant odour arises while yet the massive muscular bundles and ribbons are in a perfectly fresh condition. Dr. Kendall's results appear to bear out both my views. The further inquiries which Dr. Kendall was authorized, towards the end of May, 1899, to make, bore more directly upon the bait question. The instructions issued by Sir Louis Davies involved a full inquiry into the refrigerator methods actually in use, and in collecting information Dr. Kendall was

## SESSIONAL PAPER No. 22

authorized to visit all the fish-freezers of importance from the Atlantic coast to Winnipeg. Near Winnipeg, viz, at the small town of Selkirk, the largest freezers in the Dominion are operated. This system of freezers, including those on lake Winnipeg itself have a capacity of about 3,000 tons, and are filled as a rule with ample quantities of lake whitefish, sturgeon, &c. This valuable inquiry was practically the sequel to the active measures adopted by the Nova Scotia House of Assembly, which during its session of 1899 appointed a committee of eleven or twelve of its members to examine into the fish-freezer question. This committee, which largely owed its origin to the energetic efforts of Dr. Kendall, reported in due course to the Speaker of the Assembly, and expressed the view that six or eight large freezers costing about \$2,000 each, and about fifty small freezers costing \$500 to \$1000 each would suffice for the needs of Nova Scotia. Dr. Kendall, it may be pointed out, strongly advocated the view that while provision for supplying frozen bait was most urgent, yet the scheme later on would require to include cold storage for fish products generally. The late Mr. Thomas Robertson, M.P.P., took an active part in the movement, especially in its bearing on the fisheries of western Nova Scotia, while Mr. H. M. Nickerson, the editor of the *Coast-Guard*, and perhaps the best living authority upon our Atlantic fisheries generally emphasized the national importance of the bait-freezer question. The official view in Ottawa had been, as already pointed out, that a Government scheme would conflict and compete with the freezers carried on by private enterprise; but M. Nickerson, writing from Clark's Harbour, in March 1899, said 'I am strongly of opinion that the Federal Government should give chief assistance.' Soon after, the Federal Government did assume a more responsible relation to the scheme. Sir Louis Davies, the Hon. Sidney Fisher with Professor J. W. Robertson held a preliminary conference in Ottawa, and the sea-coast bait-freezer project rapidly took tangible shape. Sir Louis Davies asked me to prepare a report and informed me that he was disposed to urge the Government to give aid, if a well-matured and workable scheme were placed before him. While it was felt that the people vitally interested should be required to do their part, Sir Louis Davies had come to the conclusion that the Government could justifiably supplement the local efforts in a substantial way. Accordingly in the appropriations passed by the House of Commons in the Session of 1899-1900, an amount of \$25,000 appeared for the first time to enable the Marine and Fisheries Department to carry out a comprehensive bait-freezer scheme. A similar vote has been sanctioned during each of the two succeeding sessions of Parliament. Numerous meetings were held in the fall of 1900, and the following winter, at important fishing centres in the maritime provinces; and Dr. Kendall, with the assistance of Professor Robertson, enunciated the details of the scheme. It was found necessary to enlist the assistance of a trained expert specially qualified to draw up plans and specifications of the freezers that were shortly to be erected, and the services of Mr. J. F. Fraser, C.E., of the Engineers' Branch, Marine and Fisheries Department, Ottawa, were sanctioned by the minister.

The basis of these plans was furnished by Professor Robertson, to whom in the initial stages the scheme owed more than can be estimated. Thereafter, all the work of preparing plans and details of construction, as well as the personal superintendence of all the operations, fell upon Mr. Fraser, who for over two years was practically superintendent of the scheme, as Dr. Kendall ceased to be officially associated with it in October 1900. Mr. Fraser's reports were transmitted to me as Commissioner of Fisheries, and I continued to follow the details of the work, constantly and closely. Further assistance was soon found to be necessary on the coast, and Mr. Peter Macfarlane, an experienced officer of the Department of Agriculture, was authorized to aid Mr. Fraser in certain branches of the scheme, and since Mr. Fraser's resumption of his former duties in the Engineer's Branch, six or eight months ago, Mr. Macfarlane's services have been continued. My own experience in regard to the problem of fishery bait supplies dates back nearly twenty years, when a serious crisis, arising from scarcity of bait, arose in the 'long line' fisheries of Scotland. It was in 1888 that I was appointed secretary of a special commission on the subject by the Most Noble the Marquis of Lothian, H. M. Secretary of State for Scotland, on the recommendation of the Right Hon. Lord Tweedmouth, chairman of the commission. The information I then gained prompted me (while in numerous official memos indicating to the Minister of Marine and Fisheries the vast boon that a system of bait cold storage would be to our Atlantic fishermen) to point out some of



the difficulties and probable dangers besetting the scheme. I did so in order that the minister might not be unaware of some of the obstacles that the scheme would certainly encounter, and it has proved to be the case that every point I then set forth has been exemplified in the initial stages of the bait-freezer system in Canada. I pointed out the important fact that there existed on the Atlantic coast, and in various parts of the Dominion, between seventy and eighty freezers, fitted up and carried on by leading fish merchants. Thus for a long period Messrs. Robin, Collas & Co., Messrs. Boutellier & Co., Messrs. Fruing & Co., along the Gaspé and Bonaventure shores, had operated freezers for bait purposes as well as for storing fish for market. Messrs. Holliday Bros., in Quebec; Messrs. A. & R. Loggie and Messrs. W. S. Loggie & Co., in New Brunswick and Messrs. Abbott, Margaree Harbour, Cape Breton carried on capacious refrigerators, largely for salmon (as many as seven or eight thousand salmon per season being stored in Mr. Abbott's freezer); but the freezers of the Messrs. A. & N. Whitman of Canso, holding nearly 300 tons; of Mr. A. Wilson, Canso, 60 or 70 tons; of Messrs. Fader & Co., Halifax, 250 tons; Messrs. Desbarres, Guysboro, 100 tons; Messrs. A. & R. Loggie, Chatham, N.B., 300 tons; with others such as those of Messrs. R. T. Matthews, Queensport, N.S.; Messrs. Wilson, Halifax; Col. Clark, of Dartmouth, indicate how important the storage of bait had become in Nova Scotia, for most of these freezers annually contained large quantities of frozen bait. In New Brunswick, Messrs. A. & R. Loggie have operated seven or eight freezers ranging from 400 tons capacity at Loggieville, to 100 tons at Dalhousie, and 20 tons at Richibucto; while Messrs. W. S. Loggie & Co., had six freezers, the largest, 150 tons at Shippegan, another 120 tons at Chatham, N. B., and others at 40 or 50 tons elsewhere. Mr. Peter Hamilton, of Charlo, (65 tons) Mr. James Reid, M. P. (45 tons), at the same place, may be mentioned amongst the remaining ten or twelve freezers or less extensive capacity. There are, it is estimated, at least thirty freezers in New Brunswick, one of them at Grand Manan, operated by the Quoddy Fish Co., is calculated to contain over one million herring. The Ontario freezers are practically solely for markets fishes, and of those of larger capacity, may be mentioned that at Warton, holding 300 tons, and that at Collingwood holding 220 tons, both owned by the U. S. Booth Packing Company. They have one also at Port Arthur, of 75 tons capacity, while Mr. Brimson operates one there of 50 tons capacity. In Manitoba, probably the most remarkable and capacious freezers on the continent exist. At Selkirk the Dominion Fish Company own five freezers ranging in capacity from 700 tons to 150 tons, the total capacity being over 1,600 tons, while on Lake Winnipeg the same Company operate at Poney, Reindeer, Swampy and Horse Islands, freezers of 150 to 100 and 75 tons capacity. Messrs. Ewing and Fryer have freezers at Brokenhead River, Lake Winnipeg 60 tons, Berens River 25 tons, and Rabbit Point 25 tons; Mr. Peter MacArthur runs one at Westbourne holding 100 tons, and there are others in Winnipeg (15 tons), and in Winnipegosis (15 tons). Of the British Columbia freezers little need be said, as they are practically solely for storing Salmon and Sturgeon. Messrs. Costello & Co. operate one holding 24 tons, the Cleve Co's freezer is 15 tons capacity, and there are 3 others of 5 tons each. This statement does not include all the freezers in each of the provinces referred to; but those specified are typical examples, and every season will no doubt add to their number, and show a tendency to provide increased capacity. The existence of these private freezers, many of them largely devoted to bait storage, was recognized by the Department as having an important bearing on the scheme. Yet some of the firms who had large vested interests of this nature like the Messrs. A. N. Whitman & Co. were the first to urge the furtherance of Government-aided freezers as a benefit to the vast body of fishermen, a rare example of generous disinterestedness. When Sir Louis Davies asked me to report upon the question, as already stated, I directed his attention to certain difficulties that would require to be recognized and met. I mention here seven of them:—

- (1.) Government bait-freezers would compete with freezers carried on by private enterprise.
- (2.) The difficulty of selecting central locations, giving all fishermen a fair chance to benefit by the freezers.
- (3.) Provision for accommodation ample enough to exclude no fisherman's quota of bait.



## SESSIONAL PAPER No. 22

(4.) Poverty of fishermen in some localities might prevent meeting the conditions for establishment of freezers.

(5.) Each freezer to be successful would require a good business man at the head, rendering a staff of authorized officials necessary to avoid bad management and loss.

(6.) Abuses might arise, such as sale of government preserved bait to foreign fishermen, thus benefitting them rather than our own fishermen.

(7.) Possible complaint on the Great Lakes and Pacific coast, if freezers were provided only for Atlantic fishermen.

My large experience in Scotland showed that Fishermen's Bait Associations were frequently a failure, and a scheme designed to benefit all, very often fell into the hands of private individuals. In rare instances the private firm continued to afford supplies of bait on advantageous terms as for example the Messrs. W. C. Johnstone, of Montrose, who control the mussel bait supply in that Scottish locality. The lack of cheap bait has been a sore grievance in the British islands; but the fishermen's societies in very few instances were successful in removing the difficulty, frequently through lack of good management and wise co operation. That the bait question was serious is plain from the fact that over 20,000 tons of mussels were annually required for the Scottish line fishermen. These mussels cost the fishermen, it is estimated, not less than \$100,000 per annum. In one district in the North of England, each fisherman used on an average  $2\frac{1}{2}$  tons of bait costing \$9 per ton, or nearly \$23 per annum, while through lack of bait, a loss of say \$15 was to be added, making an annual drain on the fishermen between the Tyne and the Tweed of about \$23,000, the fishermen numbering about 600. This loss, said one authority, could have been reduced by \$7,000 or \$8,000 at least, per annum, had a properly managed bait association existed. A similar drainage has long placed the Canadian fishermen at a disadvantage; but it was clear that unless a well-devised scheme were inaugurated the failure and disappointment which followed the Fishermen's Bait Associations in Britain, would likewise attend a similar system in the Dominion. The lack of bait is a danger so continually threatening the fishermen engaged in the capture of cod, halibut and other fishes, that any feasible method of overcoming the risk of scarcity is a matter worthy of the most serious consideration. Mr. Thomas F. Knight in his account of the fisheries of Nova Scotia (published in 1866) made special reference to this subject because, as he remarks:—'At the present season the fishermen on the shores of the county of Halifax (the largest fishing county in the province) are loudly complaining of the scarcity of bait. . . fresh fish are indispensable as bait for the shore fisheries, and when herring and mackerel become scarce, the want of it is seriously felt in pursuing the cod fishery.' Mr. Knight, in the same connection, makes an interesting reference to the high price paid for bait in certain seasons especially by the French, and quotes a statement that in 1856 the French paid 26 shillings to 27 shillings (\$6.25 to \$6.50) a barrel to the Newfoundlanders for herrings for bait purposes, while the ordinary price for herrings for export was at the time only 6 shillings and a penny per barrel (about \$1.25).

It is not necessary to refer to specific instances of this scarcity of bait as affecting fatally the pursuit of the fisheries. Fishery reports in all countries, and our own Canadian reports are no exception, are full of references to this point of supreme importance in regard to the fishing industries. To take at random an example, I find that several of the inspectors in Nova Scotia reported in 1889 a shortage especially in the catch of cod, due to the scarcity of bait. 'There were no herring on the coast when the deep sea fishing began,' one officer reported, 'so that the fishermen were unable to procure bait. Many of them had to abandon their calling and go in search of other employment; and another officer similarly reports 'fishermen complain very much of the scarcity of herring for bait.' The three chief considerations which had weight in the inauguration of the Canadian bait-freezer system were: (1) The absolute necessity to the fishermen of the maritime provinces of ample supplies of bait at all times when required.

(2.) The abundance or rather superabundance of bait at certain times of the year and its scarcity at other seasons. While lack of bait was a calamity occurring almost every year, yet herring, squid, &c., were frequently abundant when not needed.

(3.) The desirability of a cheap supply of bait stored at a convenient place in every important fishing locality.

Herring, of course, is the most important bait, but squid, if regular and abundant supplies could be obtained, could not be surpassed, while sand-lance and capelin have in the past been largely used. Mackerel, too, when abundant, are very frequently used as bait for haddock, mackerel and lobster fishing, and even lobsters are at times broken into fragments for baiting lobster traps. The various species of shell fish, known as clams, are very extensively utilized, the Nova Scotia fishermen being accustomed to rake their supplies of clams on the inshore flats of New Brunswick, though in recent years a growing scarcity there has caused them to seek supplies further north, in Prince Edward Island and in the northern New Brunswick clam beds. As a rule, the schools of spring herring occurring from the end of April to the middle of June are so regular and so productive in many localities, that vast quantities have been wasted or thrown upon the land for manure, yet in the summer and autumn the supply of herring bait is frequently utterly inadequate and fishing operations may be seriously hampered or even stopped altogether. Further, while bait may be scarce in one locality it may be abundant in another, but the time and expense involved in shipment may be too serious. On every ground, therefore, it seemed of the highest importance to encourage the establishment of bait-freezers along the coast, if the difficulties and objections pointed out could be avoided. Sir Louis Davies, on many occasions, very fully discussed the various aspects of the project with me, and in 1899 it took such practical shape that Dr. Kendall was asked to visit a large number of fishing centres and explain the scheme to the fishermen. His labours were Herculean. Professor Robertson rendered invaluable aid by personally attending and addressing fishermen's meetings held in the fall of 1899. As an immediate result numerous bait associations were formed in New Brunswick, Nova Scotia and Prince Edward Island. In the Magdalen Islands, P.Q., an association was formed after a visit by Dr. Kendall, but as the Provincial Government of Quebec have not yet passed an Act to allow of the incorporation of these bait associations, the movement has assumed no further practical shape. The local governments in the three other maritime provinces have passed the necessary local act, designed to afford a simple and inexpensive method for the incorporation of bait associations. The following extract from the Act passed by the local legislature of Prince Edward Island, dated June 9, 1900, will show the nature of the provision:—

1. Any number of persons not less than twenty may form themselves into a company for the purpose of purchasing, building, owning, managing and operating cold storage refrigerators for the purpose of preserving, buying, selling and trading in bait for fishing purposes by signing their names to a memorandum of agreement in the form provided in Schedule 'A' to this Act.

2. The signatures to such memorandum of agreement shall be proven by the oath of the subscribing witness, made before any justice of the peace, who shall grant a certificate in the form provided.

3. Upon the said memorandum of agreement having been filed in the office of the Provincial Secretary and the signatures thereto duly proven as aforesaid, and twenty per cent. of the subscribed capital having been paid up, the company shall be entitled by letters patent under the great seal of the province to a charter constituting the said company, and such other persons as may become shareholders in the company, a body corporate, for the purpose of purchasing, building, owning, managing and operating cold storage refrigerators for bait, and buying, selling and trading in bait for fishing purposes. No fee shall be charged for the great seal affixed to any letters patent.

4. The capital stock of any company formed under the provisions of this Act shall not be less than five hundred dollars of which one-half shall be subscribed.

One interesting and important step taken by the Department was the fitting up as an 'object lesson' of a bait-freezer at the annual Halifax Exhibition two years ago (1900). Three freezing chambers and one storage room, 12 ft. x 8 ft. x 7 ft., were erected, and the two methods of freezing bait, by means of pans and by means of crates were demonstrated. One side of the building was of plate glass so that the stored frozen bait could be seen by the public. Such intense interest was excited, especially amongst the fishermen who visited the exhibition, that the Nova Scotia Government decided to operate it themselves at the September exhibition the following year (1901). As the details given above indicate to a large extent the nature of the steps preliminary



## SESSIONAL PAPER No. 22

to the erection of each local bait-freezer, it is not necessary to do more than point out that a bait society must consist of twenty or more fishermen, or other persons associated with them, who shall raise a minimum capital of \$500 in 100 shares. A president, vice-president, directors, and treasurer, (who prepares the annual balance sheet) shall be elected by such association, and a secretary shall be appointed to keep the minutes of the meetings, details of the stock, and formal business transacted, and shall prepare an annual report. Each association forwards at regular intervals a printed form showing the details of the work of the freezer during the season, and after perusal by the principal officer in charge of the scheme, such forms are mailed to Ottawa for the Department's records. It is provided that each freezer shall receive at appointed times and store a quantity of bait up to 400 pounds for each share held by a shareholder, and such shareholder shall be charged not more than one-half cent per pound for freezing and storing the bait. The Dominion Government pay, during the initial years of the movement, a bonus to each association of \$5 per ton for bait properly preserved each season; but the total payment shall not exceed \$100 to each association in each year. The directors have power to sell bait not required by any shareholder, and one shareholder may sell to another, but it was specifically laid down that it was contrary to the design of the scheme to sell bait commercially to vessels. The Government felt that the sale of bait as a business must be left to private enterprise, not to state-aided bait-freezers. Strange as it may appear there was real necessity for this strict word of warning. To their own injury Canadian fishermen have repeatedly shown themselves ready to part with valuable bait to United States vessels, prosecuting the fisheries off our shores, not merely in violation of the most authoritative legislative regulations; but in direct opposition to to their own interests, especially in times of scarcity of bait.

'The improvident abound amongst fishermen as well as in other classes of people reported a well known Nova Scotia official', and many an improvident fishermen will if the chance offers, sell for a trifle of money in hand the bait supply on which depends his chief catch for the season'. Every fisherman of a locality where a bait association is formed is eligible to become a shareholder, but he cannot hold less than one share (\$5.) Various modification of the original scheme have been found advisable. Thus in some localities the shareholders have been permitted to furnish their moiety of the cost of the freezer in the shape of labour, materials, &c., and the Government advanced its moiety (50 per cent) likewise in materials and money. The character of a bait association differs according to the locality in which it is formed. The following details of one of the most successful and typical association may be taken as an average example. The president, a fish dealer holds 20 shares (\$100), the vice-president also a fish dealer, holds 2 shares (\$10), while the secretary-treasurer, a fish dealer, is the largest shareholder and has 25 shares (\$125) in his name. Thirty-three fishermen hold stock to the amount of \$175, one having three shares and the rest one share each, while two farmers have subscribed for one share \$5 and 25 shares (\$125) respectively. For various reasons all the associations formed, have not yet built bait-freezers, but the progress of the movement may be seen from the number of freezers under construction or completed at the end of the first year, and at the close of the present season. In September 1900, there were erected or in preparation eight freezers. Those of McNair's or Ballantyne's Cove (20 tons capacity) Frog Pond, P. E. I. (20 tons capacity) and Alberton, P. E. I. (30 tons capacity) were in operation, and the fishermen were able to reap the benefits of the scheme. The Souris (P. E. I.) freezer (50 tons) was complete, but not operated; while Gabaru C.B. (40 tons), Port Hope Island, C. B. (20 tons), Whitehead, N. S. (15 tons) were still in course of erection, and one at Port Beckerton, N. S. (20 tons) was not being erected although the materials were secured ready for building. A year later (1901) the number had more than doubled, for fourteen freezers were completed and ready for operation, seven of them being actually at work, and five new ones were nearly complete and expected to operate before the close of navigation. At the present time there are completed, in course of construction, or in the preliminary stage of preparation nearly thirty bait-freezers, five of them in Prince Edward Island, twenty-one in Nova Scotia (eight being in Cape Breton alone), and two in New Brunswick. The two associations in New Brunswick expect soon to have freezers completed, one at Shediac of 20 tons capacity, and one at New Bandon Gloucester County, of 10 tons capacity.



It was estimated that the total cost of materials and construction of a freezer, including the three necessary chambers, the ice house, freezing chamber, and insulated storage room, would be, on an average, \$500 for one of 10 tons capacity; \$700 for 15 tons, \$1,250 for 20 tons, \$1,400 for 30 tons, \$1,600 for 40 tons and \$2,000 for 50 tons. As was anticipated, the cost has varied somewhat, the variation arising from the comparative accessibility or the remoteness of the location, the price of lumber, the time of the year when erected, &c. Some of the smaller freezers first erected exceeded in cost the official estimate; indeed, that at Frog Pond, P.E. Island, of 15 tons capacity, cost \$1,180; but it has been found that 20 tons can be readily stored in it. So also the 20-ton freezer at Ingonish, C.B., cost \$1,411; but others cost less than the estimated amount, as for example the 30-ton freezer at Alberton, P.E.I., which cost only \$1,346, and the 40-ton freezer at Port la Tour, N.S., \$1,380; while the 50-ton freezer at Souris, P.E. Island, cost \$2,064, or only \$64 in excess of the original estimate. After the first year, it is generally admitted that operation of a freezer need not exceed  $\frac{1}{2}$  c. per lb. of bait. Of the success of the freezers now in operation, it can be safely affirmed that they have equalled official expectations. Some, no doubt, have failed for various and unavoidable reasons, while others have achieved the most remarkable success. The fishermen of Bayfield, Antigonish County, N.S., who desired to move cautiously, have found their small 10-ton freezer inadequate, and have appealed to the Department to sanction its enlargement to at least 15 tons, while the freezer at Souris has, on the contrary, been a disappointment, for its storage space, nominally 50 tons, is really 55 tons, and in its first season, only 30 barrels of herring, between seven and eight tons, had been frozen in it, the fishermen having missed the earliest and best run of herring. The Ballantyne Cove freezer, the first erected under the bait-freezer scheme, contained only 11 tons of bait in the pans, and two tons in crates, while the Petit de Grat establishment, after its completion, was almost filled, its 20-ton store chamber, containing over 16 tons of valuable squid bait, the most coveted of all fishermen's bait. The Ingonish freezer, Cape Breton (20 ton capacity) was completely filled with frozen herring. The Alberton (P.E.I.) freezer has proved an inestimable boon to the local fishermen, though in its first spring, only 10 tons of bait had been frozen up to the middle of May, 1900. Of such value have these establishments proved to be that in certain cases the fishermen would have lost their season but for the bait available in the freezers. One prominent authority in Prince Edward Island informed the Department that 'without the freezer a population of over 100 men, almost wholly dependent on the fishing for a living, would have been compelled to leave the business and locality, but for the assistance afforded by this institution. Of the 3,309 tons of fish caught by the local fishermen referred to, almost every fish had been taken by means of frozen bait. Where a freezer has not been a success, the reasons are very various. In some cases the cause was avoidable, in others beyond control. It cannot be denied that the indifference or indolence of the fishermen has led to failure; in one or two cases carelessness or incapacity in operating the freezer was the cause; but in some cases stormy weather prevented the usual captures of herring when the schools came in, or as in several instances, the nets were set and were destroyed by the hordes of dog-fish which for two seasons have abounded along our Atlantic shores. In localities where bait was plentiful in the fall, it was unnecessary to use frozen bait, as the fishermen almost universally hold the opinion that fresh bait is more effective than frozen bait, an opinion for which there is really no good basis. Frozen bait is wholly unlike 'iced' bait; it is firmer, more lasting and gives the hook a better grip; indeed, it is claimed by one of the most experienced fish merchants in Prince Edward Island (in a letter in June, 1900, to the Department) that 'this frozen bait is equal to any fresh unfrozen bait. It remains so firmly on the hooks and does not tear like iced bait.'

The varying success of the scheme during the last two years does not affect the statement that the freezers in most cases have been an untold benefit. In many localities the fishing would have been a total failure but for the reliable and plentiful supply of bait afforded by the freezer in the vicinity. Not only so, but many of the fishermen actually had better fishing than usual. Many examples might be given. Thus a Prince Edward Island fisherman last season secured a little over  $11\frac{1}{2}$  tons of cod up to July 8,

## SESSIONAL PAPER No. 22

by overhauling his long lines or 'trawls,' as they are locally called, twenty-four times. Three-quarters of his bait (viz., 262 pounds) he obtained on sixteen different occasions from the local freezer. It may be pointed out that one fishing boat using 1,000 hooks for the whole season, requires about 1,000 pounds of bait, and a bait freezer supplies that quantity on three shares (each share by regulation representing a maximum amount of 400 pounds of bait, as already stated). As the bait-freezer system develops and the whole Atlantic shore, with the exception of a few localities specially circumstanced, becomes dotted with these state-aided institutions, the deep-sea and shore fisheries are bound to advance with unwonted rapidity. The bait-freezers will remove one of the main causes of difficulty and failure in the pursuit of the fisheries, and at insignificant cost to the fishermen. It may be pointed out that a bait-freezer is not a very large or complicated erection. A 20-ton freezer, as a rule, measures 20 feet by 38 feet by 17 feet in height. The herring, squid, &c., are first brought to the freezing room in a fresh and firm condition. They must not be soft or tainted, as unsound fish do not make sound frozen bait. The fish are frozen in the building, or sometimes outside if the weather be favourable. Two methods are adopted, viz., the galvanized iron pan or the lath crate system. The pans are excellent both for rapidity and efficiency, and rapidity is often of importance as the schools of bait fish, whether herring, squid or whatever they may be, frequently disappear suddenly. The schools of herring in spring often appear so erratically that they can be caught on not more than seventeen to twenty days. The crate system, while it takes a longer time, demands less labour in freezing, a smaller amount of ice and salt, and the fish stand handling better. A freezer consists of three portions:—

- (1.) An insulated (A) freezing shed or room.
- (2.) An insulated storage room arranged for holding the full quantity of frozen fish but capable of being partially shut off, that if necessary one quarter of its space can be used and kept iced and cold.
- (3.) The ice store.

The building, it may be pointed out, is usually constructed of seasoned hemlock, planed on one side, with tongued and grooved spruce for interior finish. Outside the freezer is shingled. The insulation of the storage room can be secured in various ways. That found most effective and usually adopted, is an arrangement of dead air-spaces between double walls, formed by the use of paper and lumber. The insulating paper is "3-ply P and B" and the "2-ply Giant," supplied by the Standard Paint Co., New York. Saw-dust and eel-grass, as an insulating packing, are no doubt available in many localities on our shores, but both deteriorate and settle down. The insulating paper is therefore most reliable.

As the two methods 'pan-freezing' and 'crate-freezing' differ in certain details, it will be necessary to describe them separately.

The first method, freezing the fish in metal-trays or pans, may be briefly summarized as follows:—

- (1.) The fish are placed in galvanized iron pans 28 in. x 18 in. x 3 in., made of No. 26 to 20 iron, and provided with a tight-fitting lid. Each pan holds 30 to 40 lbs. of fish, and costs 50c. to 60c.
- (2.) The filled pans are transferred to an insulated freezing box or pen, with insulated sides and double boarded floor. The insulating paper is placed between the boards. The front is closed by means of sliding boards, and the floor is pierced with drainage holes or outlets. A space of 4 inches must be left around each pan.
- (3.) The pans are placed on a layer of saw-dust covering the floor of the pen a few inches deep, upon which crushed ice and a little salt to a depth of five inches, have been scattered.
- (4.) The first tier of pans is then covered with 4 in. of crushed ice, mixed with  $\frac{1}{4}$  or less of salt. Successive tiers of pans and layers of ice and salt (4 inches deep) are piled up to a height of five or six feet.
- (5.) The top tier or pans having been duly covered with its layer of ice and salt, the empty salt bags are used as a cover.

In about twenty-four hours the fish being moist are frozen together in a solid cake in each pan. The pans are then dipped in water, the cakes of fish become detached



and are dropped out, and are neatly piled in the storage room to be kept till required for use. The process of crate freezing is as follows:—

(1.) 40 lbs. or 50 lbs. weight of fish is placed in a lath crate or cage 24 in. x 18 in. x 3 in.

(2.) The filled crates are passed into the freezing chamber for a period of 24 to 36 hours.

(3.) The fish in the crates, after being frozen, are transferred to the storage room, and preserved until required.

The freezing chamber resembles in its essential features the storage room. It is not only insulated like the freezing pen in the 'pan freezing' process, but the sides are formed of large freezing plates or tanks eight inches wide, passing up from the flow to the roof and through the ceiling, and fixed at right angles to the adjacent wall of the room. These tanks are filled with a freezing mixture of ice and salt, which can be placed in them without opening the freezing room. Between each tank projecting into the chamber above, is an air tight shutter, and an arrangement is made for draining away the overflow of brine. More salt is used in the freezer than in the battery of tanks in the storage room, and it is requisite that from  $\frac{1}{3}$  to  $\frac{2}{3}$  of a square foot of freezing surface should be provided for every cubic foot of space in the freezer.

The storage room, to which the frozen fish from the pans, or the crates, are finally transferred, has—

(a.) Well insulated walls.

(b.) Inclined flow with gutters and trapped outflows pipes.

(c.) Ample tank surface.

(d.) Air-tight doors.

(e.) Inner sliding door with central opening for passing the frozen fish through this door is provided with a weighted curtain.

The flow of the storage chamber and the walls, where not covered by the tanks, should be grated to prevent the fish touching the building itself. Moreover, every precaution must be taken to prevent undue moisture which encourages bacteria and vegetable moulds, and a slight sprinkling of water (to which one-tenth of formalin has been added) is desirable if micro organisms, mould, &c., do appear. A coat of frost inevitably forms upon the galvanized iron surfaces after a time. This must be removed when possible, as it acts as a kind of blanket deadening the effect of the freezing mixture in the tanks. The air-tight outer door is an important feature. The frame is 2 in. x 4 in. scantling, sheathed on both sides, and filled with dry saw-dust. The sheathing on one face projects a couple of inches, and special rubber packing is fastened to it, so that when the door is closed, the rubber is compressed against the door casing, and all escape of cold air is thus prevented. The inner door slides on rollers, and has an oblong opening in the centre to allow the cakes or the crates of frozen fish to be passed through. It is covered with a duck curtain weighed at the bottom. It is hardly necessary to point out that the greater the superficial surface presented by the battery of tanks in proportion to the size of the room, the cooler will be the interior, and the smaller the room the larger must be the surface proportionately which the tanks should afford. Moreover, it has been found by experience that for small freezers of 10 to 15 tons capacity the pan system is best; but in 20-ton and larger freezers the crate system is preferable. At the first freezer, erected under the Department's auspices at Ballantyne's Cove, N.S., both methods were adopted during the first year, 11 tons in pans and 2 tons in crates. When frozen bait is taken out of the freezer to be used by the fishermen, it should be placed in a small cold storage box on board the boat if possible, but if covered in three or four thicknesses of canvas or sacking, and effectively hidden away from the sun's rays, such bait may be kept in a good frozen condition for two or three days. Leaving the details of the working of the freezers, and it has been desirable to state them as concisely as possible for the sake of brevity, it remains only to make reference to the possibilities and future development of the bait-freezer system in Canada. In the course of its progress some of the difficulties which I pointed out in my first official memorandums (in July, 1895 and May, 1899) have been encountered. I anticipated them; but I felt satisfied that none of the difficulties would be insuperable, or too serious to readily solve. Perhaps the gravest of these difficulties is the lack of experienced and capable men in



## SESSIONAL PAPER No. 22

each locality to ensure the successful working of the freezer after its completion under Government auspices. When the subject was first discussed departmentally I laid stress on that point. It appeared to me that a large staff of specially qualified officers might be absolutely necessary, or in many cases the bait-freezer would fail through inability or inattention in the part of the local fishermen's association. As I anticipated, it is being found that the Department will be almost certainly called upon to provide efficacious management 'It will be necessary in almost every case' reported the principal officer supervising the freezers, 'to have a man in charge of the freezers in spring to teach the fishermen the methods of using them.' Not only is such instruction desirable; but, for efficiency, continued official supervision is necessary. In one or two cases, neglect to scrupulously attend to the icing of the chilling battery has endangered the entire contents of the bait-freezer. If fresh ice be not added, as required, the temperature rises, and the bait immediately begins to thaw. After thawing has commenced, the reduction of the temperature again merely freezes the outside fish, and those inside the caked masses may continue to heat and putrefy, and spoil the whole stock of frozen bait. It is creditable to the leading fish-merchants along the coast, many of whom run bait-freezers as part of their business, that only a few protests or complaints have been made. Two firms have claimed a share in the appropriation for the bait freezer scheme on the ground that they had erected private freezers, rendering unnecessary Government freezers in their locality, and urging that they benefited the fisheries by supplying bait to the fishermen. There has also appeared in many fishing centres a lack of interest, and in other cases a want of energetic business capacity, which present an insuperable obstacle to the progress of the movement in such localities. It is in these localities that a Government-aided freezer, if erected, will be bound to fail through neglect, or gradually pass into the hands of a few parties, probably a single business firm. The most immediate danger of abuse, as was foreseen, was the possible sale to foreign fishermen of bait stored by Canadian fishermen in the Government-aided freezers, and there was special danger arising from the fact that the great fleet of fishing boats from the Eastern states annually pass along the whole of Atlantic coast. Many of these boats take out a license, under the Act of 1892, enabling them to enter bays and harbours for the purpose of purchasing bait, ice, seines, lines and other supplies and for shipping crews, &c., while without a license such vessels, under the convention of 1818, may enter harbours for shelter, repairs, wood and water, but not to purchase supplies of bait. Sir Louis Davies laid down an important limitation in the initial stages of the bait-freezer scheme when he said: 'The Government does not contemplate assisting in the erection of freezers to supply bait commercially to vessels. That must be left entirely to private enterprise. Much less is it intended to aid in erecting freezers to supply United States fishing vessels with bait.' As to the future progress of the scheme, while it will of necessity involve the continual erection of small freezers suited to the needs of limited fishing localities, under the auspices of local bait associations, the system can hardly end there. Within these limitations no doubt the local demands for bait on the part of the shore fishermen can be met; but it appears inevitable that freezers of larger capacity at central fishing ports will require to be included. The claims of the deep-sea fishermen, the 'bankers,' cannot be ignored. They form a most important section of our fishing population, and there is every ground for favouring such a development of the present system as to provide for the 'bait' requirements of the deep-sea fishermen. The erection of capacious freezers, holding several hundreds of tons of bait, would provide full and reliable supplies for that special demand. One of the leading Nova Scotia fish-merchants, owning a large bait-freezer, has strongly urged the establishment of capacious freezers under Government auspices, so important and imperative is the demand of the 'bankers' in the eyes of enlightened and enterprising firms engaged in our great sea-fishing industries. Others, like the Hon. William Ross, of Halifax, N.S., anxious that nothing should be left undone that will advance the prosperity and growth of the Atlantic fisheries of Canada, have urgently advocated the construction of large freezers. Mr. Ross in 1899, for example, urged that bait-freezers of large capacity should be erected at points such as St. Ann's, Cape Breton, where the 'bankers' might secure ample supplies of bait, without trespassing upon the supplies provided by the smaller freezers, which were designed to supply the

shore fishermen. Such a development of the scheme would involve material changes in the Department's regulations, as set forth in the special bulletins issued from Ottawa. It would also necessitate a largely increased parliamentary appropriation. A bait association having for its object the erection of a capacious bait-freezer holding 200 tons to 300 tons of bait would be wholly different in the character of its membership and management from the small bait associations of the shore fishermen. Men of capital alone could raise the shareholders' moiety if the freezer was to cost from \$40,000 to \$50,000. The working details would, indeed, require the most careful consideration in order that it might avoid causing dissatisfaction and arouse unfavourable criticism. It is a legitimate development of the bait-freezer project, and would do great things for the deep-sea fisheries along our Atlantic sea-board.

A closing word appears to be called for in regard to a permission, tacitly conceded, to utilize the cold storage buildings for fish, other than bait fish. The original intention was to store bait, and bait only, and the various provincial acts passed within the last two or three years to sanction the incorporation of fishermen's bait associations, specifically state that such associations are for the object of erecting, owning and operating cold storage refrigerators for the express purpose of preserving, buying, selling and trading in bait for fishing purposes. It has been pointed out that the whole space in the cold storage room is not always fully occupied, and that in this vacant space fish for market could be stored, without extra expense and with benefit to the fisherman. Such storage has been permitted, but in no case can this be legally done, nor, indeed, should it be permitted if there is bait sufficient to fill the cold-storage room to its full capacity. The freezers are bait freezers essentially, not commercial cold storage warehouses for market purposes. It is true that the fruit growers and agriculturists have been provided with cold storage and transhipment facilities by the government, and there is force in the contention that the fishermen have an equally just and imperative claim. This further extension of the scheme so that it may include storage of frozen fish for sale and market purposes is one for future consideration, together with the suggested inclusion of bait-freezers of large capacity at a few important fishing ports in order to supply bait for the bankers and deep-sea fisheries.



## II

## THE FISH-WAY PROBLEM.

By PROFESSOR E. E. PRINCE, DOMINION COMMISSIONER OF FISHERIES, OTTAWA.

There are few subjects, relating to fish and fisheries, upon which more diverse views have been expressed than upon the subject of fish-ways or fish-passes. The forms of fish-ways invented are innumerable, and yet it must be admitted that one perfectly satisfactory and capable of ensuring the ascent and descent of the most important migratory fishes is still a desideratum. The conclusion arrived at, after full discussion at the Conference of Dominion Fishery Inspectors, held in Ottawa in April, 1891, no doubt holds good at the present time that 'wherever a natural pass in a river can be maintained, either by building a wing dam or by making a channel, such is to be preferred to any artificial pass.' In spite of the numberless suggestions made on the matter of overcoming obstructions to the migrations of fishes in our rivers, and in spite of the variety of fish-passes, which inventive minds have devised, the problem remains to-day in a far from satisfactory condition, and constitutes one of the most difficult which the fishery expert encounters. After an experience more thorough and extensive than it has probably been the privilege of any other living fishery expert to have, I have come to the conclusion that the decline in the fisheries in inland water is more directly due to obstructions, natural and artificial, than to any other harmful cause. Over-fishing, poaching on the breeding grounds, injurious freshets, and similar natural causes, saw-dust, and other pollutions have all worked injury more or less serious, but none of these compare with the deadly effects of closing the upper waters to the ascent to the schools of spawning fish, and of blocking, by dams, &c., the movements, up and down, of the various migratory species in the young and the adult condition.

The primary difficulty in solving the problem, arises from the fact that every obstruction presents some peculiarity separating it from others. No two cases are precisely alike. This has long been recognized—indeed the Nova Scotia House of Assembly forty years ago placed their conviction on public record, and said that 'owing to the peculiarities of the different rivers and dams, it is quite evident that no one particular kind of fish-way will suit each case.' A committee of the legislature had, in 1865, recommended a form of fish-way according to a model submitted to them, but before finally deciding the matter, the Provincial Game and Fisheries Society were consulted, and they reported that, as it was not suited to every locality, they proposed to obtain full information *re* the various forms of fish ladders found to be effectual in other countries. It was futile to insist, as many legislative bodies have done, on owners of dams erecting fish-ways, and requiring by statute that such fish-ways should be designed on an authorized plan to be furnished by the state, if no authorized plan is possibly suitable for all obstructions. The Wisconsin Fisheries Act, U.S.A., chap. 357, passed in 1895, contained, as our Dominion Fisheries Act (R.S.C. chap. 95) does, a provision that the government shall provide plans of an approved fish-way. It devolved upon the fish and game warden in each locality to supply them; but the state, of course, had to furnish them in the first instance. In the Fish Commissioner's report of that state (1896) it is admitted that to furnish an authorized plan suited to all the various obstructions existing was impossible. Other difficulties also are named, such is the insufficient amount specified to be the maximum cost, and the great risk of unjustifiable prosecution to which owners of dams might be subject, in view of the fact that half of the fines and penalties were to be paid to informers, and unscrupulous parties would be encouraged to prosecute for private gain merely.



In the Dominion the power is vested in the Minister of Marine and Fisheries of deciding whether or not a fish-way shall be erected in any dam or other obstruction, the ground for the Minister's decision being 'the public interest;' and the cost of construction and of maintaining it, in an effective condition falls upon the owner or occupier of the dam. Subsections 1 & 2 of section 13, R.S.C., Fisheries Act, chap. 95, provides as follows:—

13. Every dam, slide, or other obstruction across or in any stream where the Minister of Marine and Fisheries determines it to be necessary for the public interest that a fish-pass should exist, shall be provided by the owner or occupier with a durable and efficient fish-way, which shall be maintained in practical and effective condition, in whatever place and of whatever form and capacity will admit of the passage of fish through the same; and the place, form and capacity of the fish-way may be prescribed by any fishery officer by notice in writing:

(2.) Every one who violates the foregoing provisions of this section shall incur a penalty of four dollars for each day during which any such obstruction remains unprovided with a fish-way, after three days' notice in writing to the owner or occupier thereof.'

The Minister has power to authorize payment of one-half of the expense incurred, if in his opinion the circumstances warrant: but the option is frequently not exercised as the cost of fish-ways is often very moderate. In cases where owners of dams may be obstinate the Government may build the fish-way, and recover the cost from the parties. It has been generally held to fall upon the Dominion Government to provide plans and specifications, whereas the Act says only that the place, form and capacity of the fishway *may* (not *shall*) be proscribed officially. Strictly speaking the matter stands much as it does in England where, while fish-ways may be insisted upon it is the duty of the Government merely to examine and approve. Otherwise the responsibility rests upon the Government to examine the obstruction and fully ascertain all the conditions, a knowledge of which is necessary before the type of fish-way appropriate, can be decided. The local parties on the other hand are much more likely to have a full knowledge, not merely of the obstruction; but of the peculiarities of the river, the runs of fish, nature of freshets, ice, &c., than the Department in Ottawa.

The first step necessary is therefore, to decide what are the particular features of the locality where an obstruction exists, and adapt the fish-way to those conditions. This is the conclusion, which a distinguished Yorkshire authority, Mr. J. H. Horsfall, of Leeds, reached in 1851. He said: 'The proper situation of a fishway can only be known by experience, and no two weirs or mill-dams are alike.' Not only so, but it is necessary to provide for the peculiar requirements of the various fish frequenting the waters under consideration. The conditions appropriate for facilitating the ascent of salmon are not precisely those adapted for gaspereaux and shad, while sturgeon require a different means from those suitable for black bass, suckers, or pike-perch (*doré*). This does not imply that the same fish-way may not be so adapted as to be used by many different kinds of fishes, for there is really no good reason why one type of fish-way may not, in the details of its construction, provide for the necessities of many species passing up the same river or creek. At the same time it must be admitted that, in a vast territory such as ours, the conditions from every point of view, must vary infinitely, the rivers of the east and the west coasts, and of the immense interior plains, are so different; the habits and requirements of the fish are so unlike; that it is hardly to be expected that one type of fish-way can possibly be devised adequate to meet all the conditions presented. Indeed, this has been found to be so, and as the officers of the Marine and Fisheries Department are required by the Fisheries Act, 49 Vict., chap. 95. 1886: (in each case where it is decided that a fish-pass shall be provided in the public interest) to prescribe the location, form, and capacity of the fish-way, the result has been that in numerous cases no steps have been taken. In England the responsibility, in a similar manner, was placed by law upon the Board of Trade, or rather, it may be said that while the law does not lay upon the Government officers directly, the duty of prescribing the form of fish-pass in each particular case, or of supplying the plans and specifications, it does require that every fish-pass erected shall be inspected, and shall meet the approval of the Board of Trade, such inspection and approval being of course



## SESSIONAL PAPER No. 22

that of His Majesty's Chief Inspector of Fisheries, or one of the several inspectors of salmon and fresh water fisheries in England. In the United States the task of deciding the type of fish-pass devolved in many states upon the state officials. Thus in the state of Wisconsin, the law not only requires the fish and game wardens to furnish the plans, as already stated, but by the Wisconsin Act of 1895 (Chap. 337) it is provided that no fish-pass shall exceed in cost the sum of \$150—two conditions fatal of course to any official action being taken. The local wardens are rarely in a position to devise the proper fish-way and provide plans; and no efficient pass could be, as a rule, constructed for so small a sum as \$150.

A survey of the nature of the problem, of the conditions which surround it, and the different solutions offered in the shape of fish-ways devised by various inventors, may assist in clearing away misunderstandings, and point to the most likely means of finally solving this great and serious question.

*Dams pernicious to fisheries.*—I have already stated my opinion that no other cause compares, in its harmfulness to the fisheries, with the erection of high walls or dams across rivers up which fish have been accustomed to migrate. Whether these dams be merely to create ponds for the collection of logs in the forest, or to raise the water over extensive areas for floating timber into main streams and channels, or for saw-mill and other water-power purposes, no cause has been more effectively injurious, or has so directly caused deterioration in our supply of fresh-water fishes. To prevent the spawning fish from reaching their accustomed breeding grounds is to, at once, exterminate them by an effective and rapid means.

*Salmon and Trout affected.*—Salmon, it is true, can surmount very formidable obstacles. Under natural conditions, falls, rapids, partially submerged trees and rocks, have frequently rendered difficult their ascent; but their possession of extraordinary leaping and wriggling powers, has enable them to pass up even vertical obstructions with surprising success. Few fish have this power, while fewer still can crawl or wriggle up the face of damp rocks, or even over grassy lands, as the eel does, in order to reach the upper waters, when migrating from the breeding grounds in the sea. Fish-ways should, however, not only provide for the ascent of fish; but they should provide for their safe descent too. This is often forgotten. It is all-important that the adult salmon should reach the upper spawning pools; but provision should also be made for the descending smolts and grilse when on their way down to the sea. All kinds of fish, frequenting fresh-water areas, are affected detrimentally by artificial obstructions; but the injurious effects are of course most apparent in the case of migratory species (whether catadromous or anadromous) which like the salmon, sea-trout, shad, gaspereaux, &c., move up annually to more or less distant spawning grounds.

*Other species deterred.*—The migratory instinct varies in degree in different species. Few fish are stationary. Even the lake-pike, or jack-fish, will move over a considerable distance before selecting a place in the marshy shallows suitable for depositing its spawn. Some years ago I noticed large schools of small pike (*Esox*), moving up small streams in the fall, in the district of Saskatchewan. They were evidently migrating from one lake to another on the search for new spawning grounds, or for suitable waters, in which to pass the winter. Black bass, likewise, are found to move over considerable distances. No doubt suitable spawning localities can be found without extensive wanderings, yet they perform such wanderings, and are found to use fish passes as constantly as other fish when suitable ones are provided. Such fish as the pike, maskinongé, black-bass, and allied sunfishes, the catfish and carp-like suckers are less seriously affected as suitable spawning shallows occur in almost any section of a river or lake above tidal limits; but it is different with shad, gaspereaux, whitefish, pickerel (or doré), sturgeon, and above all with salmon, for these latter fish have the irrepresible instinct to move in schools, and as the spawning time approaches, they frequently migrate long distances in order to reach their breeding resorts. Some species of Pacific salmon traverse a distance of over a thousand miles to reach the shallow areas far from the sea where they deposit their eggs.

*Obstructions may rarely improve fishery.*—It is probable that no fish are really non-migratory, in the strict sense of the term; but the less migratory kinds specified above, do not suffer such serious injury as the salmon and typically migratory fishes.

Nay, the erection of obstructing dams may even increase the numbers of these fish by confining them within smaller limits, and preventing their dispersal over extensive areas. In certain portions of the Richelieu River, in the Province of Quebec, species such as the black bass and pickerel or doré, increased in numbers, according to the local fishermen, after the completion of certain high dams, built for electric and water-power purposes. They found plenty of suitable spawning grounds within the narrower limits, and the schools of young could not move far away as they once did, hence the fish supply in that locality substantially improved. A similar effect had been noticed on the River Thames in England in 1864. Mr. Ffennel pointed out that the fishermen of Teddington had made vastly increased captures of lamper-eels, or lampreys, on account of the obstruction caused by the weir or dam at that place. Formerly these fish passed a considerable distance above; but after the obstruction was created the supply below is said to have nearly trebled each season. Of course the fishermen above had their supply cut off, and protested to the authorities their rights had been interfered with. Four or five years ago I found that a mill-dam erected on a trout stream in Guysborough County, N.S., had most beneficially affected the fish supply and had in fact improved the fish in size and quality. A stream pouring into the sea in Chedabucto Bay, Guysborough County, contained small brook trout which through excessive angling had been reduced in numbers. During certain months, especially in June, large numbers of fine sea-trout made their appearance at the mouth of the stream, and later in the year, ascended for spawning purposes. These are the kind of trout which, Dr. Perley said 'abounds in the Gulf of St. Lawrence, and is found early in June, along the northern shores of New Brunswick, and in the estuaries of these rivers of New Brunswick and Nova Scotia, which flow into the Gulf; it is caught in nets at the Magdalen Islands in summer, and salted for export.' He adds that it is 'a thoroughly game fish, rising well at a brilliant fly of scarlet ibis and gold, and affording sport second only to salmon fishing. The writer has caught this fish with the scarlet ibis fly in the break of the surf at the entrance to St. Peter's Bay, on the north side of Prince Edward Island, of the weight of 5 pounds; the largest in the Gulf rarely exceeds the weight of 7 pounds, and those are taken at the Magdalen Islands.' A dam built across the stream near Guysborough had cut off some of the spawning sea-trout and effectually prevented the descent of the young to the sea. The result was that the stream was abundantly stocked with land-locked sea trout, more gameful, larger in size, and superior in many respects, to the brook trout which permanently lived in it before.

*Effective fish-passes benefit all fishes.*—Whether a fish-pass, built to facilitate the ascent of salmon or shad, will indirectly benefit other species, has been much questioned. The late Mr. Cheney, an enthusiast, who possessed a large amount of practical knowledge, once pointed out that on a visit he made to the Binghamton Dam on the Susquehanna River, N.Y., where a fish-pass was about to be built, he found a horde of men and boys stationed on every available spot taking quantities of black bass below the apron of the dam. On a single day eight or nine hundred bass had been captured as the fish 'gathered just below the apron and could go no further up.' Mr. Cheney saw the urgency of a fish-way there as likely to be an immediate benefit not only to the bass but to many other species too. There are few kinds of river fish of which it may not be said (to quote Mr Cheney) that they will not 'quickly avail themselves of the benefit to be derived from a fishway.' Records have been kept of the kinds of fish ascending fish-ways after their erection, and the list as a rule is a varied one. In the New Hampshire Fish Commission Report 1880, is given one of these diaries or daily lists. In May, alewives (or gaspereaux), suckers, lampreys and silver eels were observed in the fish-way at Lawrence, while in June 20 or 30 salmon were noticed, and a few alewives and suckers, as well as chubs and eels. In July the principal fish noticed were eels, though a few black bass passed up. From August 6 to 16 the water was very low, and the fish-way was closed, but on October 3, a salmon ascended no doubt the first of the late run; but unfortunately on October 9, and during the rest of the month, the water was shut off just at the time when the most important fish in the river were on a move.

*Initial difficulties in erecting fish-passes.*—There are many difficulties to be faced when locating a fish-way. The owner of the dam objects to too much water being usurped for the pass, he as a rule insists that the fish pass will weaken his dam, and he



## SESSIONAL PAPER No. 22

strongly complains that he should be called upon to bear any part of an expense, which is of no benefit to him as a business man. As the prime object of a fish-way is to enable fish to surmount an obstacle difficult or impossible for them to ascend it is necessary to so arrange the fall of water in the pass as to reduce its gradient and momentum. The readiest method is to so impede or divert a portion of the falling water as to achieve that reduction, and so arrange the descending stream that the ascending fish may not find it beyond their physical powers to reach the top. As a rule, resting places or eddies are devised that the fish can recuperate their energies and continue their ascent from stage to stage. From the practical man's point of view the question of cost is a first difficulty hence a fish-way should attain the greatest effectiveness at the least cost, as Mr T. F. Knight long ago insisted in his little work on the 'River Fisheries of Nova Scotia, 1867.' A gradual gradient is a most desirable and necessary feature; but if the incline be too gradual the fish-pass will be of great length in the case of a considerable obstruction say 25 to 50 feet high, thus increasing the expense, and in most types of fish-pass, carrying the lower opening or entrance too far down stream to be found by the migrating fish. If placed above the dam, with the lower opening at the base of the obstruction, there is imminent danger of damage or destruction from ice, logs, high freshets, the accumulation of debris, &c.

*Useless fish-passes.*—Notwithstanding the amount of thought and patient ingenuity exercised in overcoming the difficulties arising in connection with the successful working of fish-passes by various inventors, it must be confessed that few fish-ways can be shown beyond question to be successful. The observations of H. M. Inspector of Fisheries in England, published in 1886 still hold true. 'The two chief obstacles' he says 'to improvement are obstructions, and excessive capture of fish, and where fishing weirs exist these two are often combined. Over netting, when actually proved to be practised, may be restrained by appropriate by-laws, it being always necessary to bear in mind that the ultimate object of the salmon laws is not to provide sport, but to provide food. Fortunately for the angler the course which is the most productive of food is also the most advantageous to his pastime, and as it is he who commonly has to preserve the spawning fish, and to find money to supplement the statutory funds of the boards, it is reasonable that he should get some return. Until a full stock of fish has been raised it is undoubtedly for the ultimate advantage of all parties to impose reasonable restrictions on capture. Where fishing dams exist they are in all instances prejudicial, and in some fatal, to the river. The fact that the fish-passes attached to them were necessarily among the earliest erected at a time when the most suitable conditions were little understood, and that these fish-passes are consequently as a rule ineffective, adds greatly to their destructiveness.

'Obstructions by ordinary dams are more easily dealt with, but it is lamentable in going about the country to see the numbers of useless fish-passes with which the weirs are studded. Of these only a small fraction have received formal approval, and of those which have been approved but few are really efficient, it would be difficult to find half a dozen passes of magnitude which are really effective. A distinction may, however, fairly be made between those which the owner is required by law to erect, either for the maintenance of his fishery, or as part of the structure of his new weir, and those which are built without legal obligation. The former should certainly be required to be constructed on the best known pattern. But the cases in which passes are erected voluntarily are somewhat different. In these the protection of approval should be afforded to designs which have proved only moderately successful, rather than to leave the obstruction impassable, or the pass liable to removal.'

The late Mr. Samuel Wilmot in a report in 1890 laid stress in the unsatisfactory working of most existing fish-ways: He said:—'The undersigned has been instructed on several occasions to visit and inspect certain fish-ladders in different parts of the country, and in every case has found them to be perfectly useless, either from unsuitability of location or want of proper construction, the consequence of which has been that these passes, which cost considerable sums of money to help sustain the fisheries of the locality, acted the reverse way, by giving greater facilities to persons to kill the fish at the entrance of these passes, and by squandering the money in the construction of them—thus showing the necessity that exists for adopting the most perfect fish-ladder

now known, and compelling the owners of mill-dams to put in these passes, under the requirements of the Fisheries Act, sec. 13. This want of a duly authorised fish-ladder, and the delay in having an efficient one put in every mill-dam or slide or other obstruction in all of the streams of the country, is telling most severely against the keeping up of fish life by the natural as well as the artificial methods of reproduction.'

'There is little hope that any universal form of fish-way can be devised. Local conditions make that hardly possible. Even the carefully planned and scientifically constructed fish-way of the late Col. Marsall McDonald, which theoretically appears to overcome all the most serious obstacles to success, is only moderately effective, and may indeed be a failure. Thus the McDonald fish-way at the dam, across the Santee, at Columbia in 1883 is officially reported to have been fairly successful for certain species when kept free from rubbish; but the most valuable fish such as shad do not appear to use it, while the same form of fish-way at Blairgowrie, in Scotland, proved a total failure for salmon, according to inspector Walter Archer (see Scottish Fishery Board Reports, Pt. II 1892). Instances might be given without number, of large expenditure by public bodies and private owners in the construction of fish-ways which were entirely fruitless. A notable case is that of the construction of a tubular passage to afford salmon access to Lough Mask in Ireland. For four miles below the lough stretched a mass of broken and dislocated rocks forming an impassable barrier. As a correspondent at the time wrote':—

'To make a pass for the salmon over this terrible broken ground was a great problem, but it has been solved in a very ingenious way, for a huge iron trough, like half one of the large water-pipes one sees in the London streets, 3 feet in diameter, and measuring no less than 1,000 feet in length, has been placed down over these broken stones. This trough was made in England, and transferred all the way to Galway in separate pieces, and then fixed in its place with coping stone and cement. The expense incurred in this operation I leave to the imagination of the reader. When the water is in the pass, it rushes down this trough with great violence; and to enable the salmon to withstand this, resting-places have been made for them at various intervals.

'The question now arises—and a very important question it is—do the salmon avail themselves of this iron highway placed for their convenience over the rocks? The question was answered by Burke, the water-bailiff, who informed me that he has seen 7 or 8 salmon together struggling and fighting with the water in order to ascend through the iron trough, and every now and then resting awhile in the resting-places which have been formed by them. Still, however, it is a disputed and a very doubtful point whether these salmon eventually get up into Lough Mask, or whether they have not fallen back and make the beds which I have described as existing in the lowermost portion of the canal, for, as yet, not a solitary adult salmon has ever been seen in Mask. Even supposing the fish have managed to get up through the iron tube, they have even then a very long distance to swim before they get to the sluice through which the Mask water pours itself into the pass. My friend, Mr. Ffennell, confirms the opinion which I and others interested in the subject hold, that this would be the most difficult point for the salmon to overcome, for here they would have their greatest battle with a terrific stream (with the whole of the pressure of the water in the lake behind it) running through iron sluices 10 to 12 feet square. I have it, on the authority of Mr. John Miller, that salmon have been seen to go through the sluice-gates at the Galway Weir, when the water was coming down with tremendous force; even then these fish were obliged to keep near the centre of the column of water, and to force the passage with a rush like a harlequin through a hoop; if perchance they came near the surface, the water would hurl them down back into the stream with the force of a round shot rebounding from the side of an iron-clad line-of-battle ship. Those fish that run through the Galway Weir, it must be recollected, are fresh-run fish in June and July, and not heavy in spawn; but the fish as Mr. Ffennell very wisely suggests, which have fought their battle in the month of October through the Cong Pass (which I propose to christen 'the overland route,' can hardly be called fresh-run fish, but are on the contrary, not only tired but also laden heavily with spawn, and naturally in a weak condition.

'I regret, therefore, very much to have to record my opinion, with which other much more competent persons than myself agree, that in spite of all the money



## SESSIONAL PAPER No. 22

expended in this Cong Pass, no single salmon has as yet ever gone up through this 'overland route' into it, and that the 22,000 acres of Lough Mask is still untenanted by this noble fish.

A fish ladder was placed in the river at Woodstock, New Brunswick, about 1881 or 1882, at the base of the dam there. Owing to its location underneath the dam, it was found to be continually choked with refused, leaves, twigs, bark &c. which sank at the bottom. 'It is acknowledged by every one' says the local officer in his report some years later, 'that a fish never got through it.'

*Holes and Dams used by Fish.*—It is a curious fact that in the very dam just mentioned above (Woodstock, N.B.) a hole was made by breaking away some of the timbers and immediately the salmon, hitherto deterred by the dam, and unwilling to use the fish-way, passed up through the regular aperture. Examples might be cited of this, numerous cases. On Bear River, Nova Scotia, a passage was made by removing some of the upper timbers of an old dam, and the salmon immediately took advantage of the opening. In the United States many similar instances are on record. 'Once or twice' said Colonel James Worrall, 'the Columbia dam was being broken, and they (the shad) have made their way above it and have been caught in small numbers at Duncan's Island. Similarly at Ship Harbour, N. S., where a Hockin 'sluice' fishway was built, as described later in this report, the heavy spring freshets in 1902, broke the lower part of the fish-way, and an opening in the dam was made at the end where the stream runs into the adjacent mill, when it was found that the fish ascended through the temporary opening and so got above the dam. Frank Buckland's view is supported by such cases as these for he said that, in many cases, the erection of a fish-pass could be obviated by heaping stones, trees and other materials so as to make small pools, and streamlets, and falls, up which the fish would wriggle, apparently enjoying the task of pushing through narrow crevices and between stones and twigs, when they would not dare to attempt the clear rushing out-pouring of the orthodox fish-pass.

*Lifting Fish over Dams.*—In view of the failure of fish-ways generally, ingenious enthusiasts, as a last resort, have adopted the plan of bodily lifting the fish over the dams which obstructed the ascending runs. Thus in the Liverpool or Mersey river, in Nova Scotia, quantities of gaspereaux, (there called 'kiacks') have been taken by local parties in dip-nets, and placed in the water above the dam. 'A boy lifted half a barrel of the live fish over,' I was informed by a local party when I officially inspected this river in 1901. A similar step had been recommended by Mr. Theodore Lyman to Col. Worrall, as recorded in the New Hampshire Fishery Reports, if it was found that the shad did not go up a fish-pass recently constructed for their use. Mr. Lyman was satisfied that the shad could ascend the fishway if they chose to do so, but he favoured transporting some from the basin below to the waters above the dam and arrange for the prohibition of shad fishing for five years. Similarly 1,600 salmon, grilse and adults, were in 1886 netted by the water bailiffs on the Dart (in Devon, England) below the Buckfast weir-obstruction, and replaced in the water above, with the most beneficial results. In Scotland the same course has been frequently adopted, thus on the Don in Aberdeenshire, a dyke of the mill-lade adjacent to one of the large paper mills there had long been notorious as an obstruction, and during a recent close season, as Inspector W. L. Calderwood reported (Scottish Fishery Board Report, part II., 1898) the salmon were netted out of the pool below, and conveyed in the city water carts of Aberdeen to a point in the river some distance above.' The sportsmen of Dunnville, Ontario, for several years paid the local fishermen on the Grand River to save quantities of live fish, chiefly pickerel or doré, which could not reach their gravel spawning beds up the river, because of the erection of a large dam, in which an ineffective fish-pass had been placed. The fish-pass, as a rule, was found to be dry, but the netting of fish below the dam, and replacing them alive in the waters above, were found to prove most beneficial to the fish-supply in the river. Such expedients show how urgent is the need of an inexpensive fish-way which can be relied upon to accomplish its object. They also show how ineffective and disappointing are the results of most of the fish-ways in general use.

*Requisites of a Fish-way.*—Inventors of fish-ways have too often ignored points of vital importance to success. These points are many, and some are more important than others; but as authorities have differed as to their relative importance, I venture to summarize them.



(1.) The lower opening or entrance must be readily accessible. If possible it should be at the base of the dam where the deepest water occurs and where the fish will easily find it.

(2.) The gradient or slope must not retard the ascent of the fish which the fish-way aims to assist. It must be as gradual an ascent as possible, while creating sufficient current.

(3.) The flow of water through the fish-way must be ample, but not too impetuous to keep back the weaker species of fish or force them back.

(4.) The outflow should be sufficiently marked to attract the fish and guide them to the entrance. As Mr. Atkins aptly says: 'The fish must be invited to enter.' Active fish like the salmon and trout naturally make for swift water, and appear to enjoy the exertion of forcing their way through rapid currents.

(5.) A sufficient depth of water in the shape of a pool is necessary at the lower entrance. Many fish-ways fail on account of the shallowness of the water near the outlet.

(6.) Light must be admitted so that the fish-way is not a dark closed chamber or tunnel. A dark closed fishway will deter fish from entering it.

(7.) The bottom of the pool and the flow of the lower portion of the fish-way, especially near the outflow, must be rough, uneven and dark and as Col. Marshall McDonald said, ought to resemble the bed of the stream in the neighbourhood, in some degree at any rate.

(8.) The swift outflow of water must, if possible, be directly down stream, not a cross-current, as fish preferably go direct up stream, and may be deterred or even driven aside by a current from the fish-pass, if direct across their usual course.

(9.) Protection against ice, trunks of trees, high freshets, etc., must be provided, especially at the upper end. Hence projecting buttresses, or stout piles, are often so placed as to protect the upper opening or intake, and shield the fish-way from injury.

(10.) A fish-way sunk in the dam, and not unduly projecting from the general surface, is desirable, otherwise it runs great risk of damage, and may seriously weaken the dam.

(11.) The internal arrangements must be as simple as possible, otherwise the fish-way will be choked with gravel, leaves, twigs and other rubbish, and will with difficulty be kept clear. Complicated chambers, and partitions readily silt up, and sediment lodges in the angles, which it is difficult to clear away.

(12.) Its location must be directly in the track usually followed by the migrating schools. If to the right or left of the dam, it must be on the side of the river which reliable observations for many seasons have shown to be chosen, as a rule by the ascending fish.

(13.) All the water necessary should, if possible, be saved, by diverting the surplus water only, where the stream or river is used for lumber power purposes.

Other features have been insisted upon by various experts as equally essential as the foregoing. Thus the late Col. Marshall McDonald insisted that the route to be travelled by the fish, after entering the fish-way, should be short and direct. He also held that the flow of the fish-pass should imitate the bed of the stream. It has also been urged that the fish-way should provide a predominant current in order to attract the fish. Many of these subsidiary conditions are not essential, and some of them are not, indeed, possible. Thus a fish-way erected to provide a passage over violent falls cannot possibly furnish an outflow of water surpassing the falls; but fish after attempting the fall repeatedly, in vain, will be induced to enter the more moderate current of the fish-way. Such points may, in my opinion be neglected, if the other conditions enumerated be fulfilled. A few words upon these conditions, vitally essential to success, appears desirable. Concerning the entrance or lower opening, it should be so located as to be missed by the fish with difficulty. Frequently it is so situated that the fish miss it most easily, indeed, in many cases it is placed quite away from the route usually followed by the fish, and may be so far below the face of the obstruction that they swim past it, and collect in a crowd at the foot of the dam. In his well-known work on 'Fish Culture' (p. 259), Mr. Francis Francis gives an instance of this fault in the ladder at Upper Ballisodare Fall, Ireland. The lower end, he

## SESSIONAL PAPER No. 22

states, was brought 'too far down, so that the running fish missed it.' Later by the construction of an elbow, so to speak, it was turned so as to bring it close to the foot of the fall, and Lord Enniskillen recorded that after this change he saw on December 9 a large number of fish at the upper step jumping together, having completed the ascent of the steps of the fish-ladder. The local inspector during the same season saw 267 salmon use the pass in one hour. It was not without reason that His Majesty's Inspector of Fisheries for England and Wales, maintained in a report some years ago that 'where the foot of a pass projects beyond the base of the weir, fish almost universally run past it, and jump at the wrong place.' It is therefore a good plan on small rivers to run a barrier or subsidiary dam across the whole width of the stream, and thus to form one or more large pools of which the fish must necessarily avail themselves.

In all fish-passes there are certain requisites without which complete success cannot be expected. (1.) The foot of the pass should be at the place where the fish naturally run up, and should not project beyond the base line of the obstruction. Where this is impossible, it should at any rate be directed towards this place, so that its current may reach it, and be felt there. (2.) It should have a predominant current running through it to attract the fish. How otherwise are they to know of its existence? (3.) The gradient should be moderate. (4.) The force of the stream through it, if at all violent, should be broken by stops, bends, or other obstacles. Occasionally a flood guard may be useful, but in most such cases, the result would be better obtained by a more careful construction of the pass itself. (5.) The pools should be sufficiently deep and wide to afford rest and shelter to the fish; and should be long enough to admit of his acquiring impetus to surmount the stop above. When the pools are too short, the water from one stop breaks in flood time on the next, and no fish can ascend.

A pass sunk in a weir is usually more efficient than one placed upon it. The determination of the proper gradient or slope is a matter which had caused much discussion, and expert authorities are still far from unanimous in their views. No doubt the more gradual the incline the greater the variety of fish, including the weaker and less vigorous kinds, which will use it. The salmonidae can make headway against a powerful down-flow, and are, indeed, incited to work up swift water when they feel the force of a rushing current. But on general grounds it is advisable to arrange for as low a gradient as possible, when erecting a fish-way. The highest ratio of inclination specified by any existing law is that contained in the Scottish Salmon Fisheries Act, 1868, 31-32 Vic., cap. 123, where a gradient of 1 in 5 is named as the maximum. 'The inclination shall in no case be steeper than five horizontal to one perpendicular,' says the Act, 'but when practicable shall be seven or eight horizontal to one perpendicular.' Most authorities favour a much lower inclination. In the 11th Report of the Scottish Fishery Board, p. 12, the Inspector of Salmon Fisheries pointed out that the admirable objects aimed at by the Act, above-mentioned, had not been attained largely if not solely from the fact that the gradient specified is unsuitable. He said: 'The provisions regulating the construction of fish-passes have not, however, effected this end, as it has been found by experience that fish cannot ascend them when placed over a fall of any height at a gradient so steep as the maximum permitted by Schedule G, and that they do not ascend them even at the lesser gradient at all seasons of the year. This appears to be the case, not only in the autumn, when females, heavy with spawn, are less active, but also in the early spring. I was informed by the water-bailiffs on several rivers that fish would not pass the artificial obstructions in the early months of the year, even though the water-level was suitable. Similar information was also given me with regard to the natural falls on the rivers Helmsdale and Shin in Sutherlandshire, and Orchy on the West Coast. They gave as a reason the low temperature of the water in the rivers at that season of the year. This opinion appears very general, not only in Scotland, but in other countries.'

Some early regulations in the maritime provinces also named a gradient the same as the maximum ratio specified in the Scottish Act. Thus the Nova Scotia Statutes prior to Confederation specified an inclination of not more than 1 in 7. A far lower gradient is generally favoured in England 1 foot in 12 to 16 feet is common, especially in salmon and trout rivers in the north. Thus to surmount a 10 foot dam the fish have to traverse 1,400 feet, or a distance of forty to fifty times the vertical height of the



obstruction. At Hadley Falls, State of Connecticut, the fish must traverse a distance 1,500 feet to get over the dam-obstruction there which is 29 feet high. The momentum of the water is so lessened that some fish, as experience has shown, find no inducement to mount the fish-way. The shad, for example, while incited to rush up a rapid stream of water, are said not to use, in any numbers, the fish-pass erected at Holyoke dam (Connecticut) because the water has too little momentum. The pass, it may be added, is 440 feet long, for a fall 30 feet high. It is only by practical tests that a correct conclusion can be reached, and the very successful salmon fish-way at Ballisodare in Ireland, to which I have already adverted, shows that a gradient of 1 in 13 is not only sufficiently easy, but, with a good water supply, gives the down flow sufficient momentum to incite the fish to enter and ascend.

Of great importance is a strong outflow. The higher and more valuable kinds of fish make at once for a noisy rushing current; but, having once gained entrance, places of rest and shelter must be provided. A strong current fishes pass through with a rush; but they, as a rule, then look for an eddy or quieter water in which to rest, before continuing the ascent. The water must not rush in an unchecked downward stream, but by means of projections or compartments, or even irregularities on the bottom, must provide resting places here and there. Some fish have been found dead in fish-passes, owing, doubtless, to the swiftness of the downflows which tired them and dashed them in their weak condition against the side-walls or projecting compartments. Dr. J. B. Gilpin stated in a paper published in 1865, that he had it on the reliable authority of Mr. Lewis Kirby that trout are able to rush up perpendicular falls or sheets of water at least 6 feet high, and he even granted that gaspereaux do the same by the wriggling or muscular motions of the tail, not as so often asserted of the latter fish, by the serrated ventral surface or projecting scales of the under side of the body. A word of explanation seems to be called for regarding the objection to a clean or white coloured floor for fish-ways. Amongst the angling fraternity it has passed into a proverb that a white bottom frightens fish, and the sportsmen and net fishermen of Nova Scotia not long ago urged that the removal of sea-weed from the inshore rocks near the mouths of salmon rivers had probably much to do with the decrease in the salmon supply. The lighter coloured ground, it was argued, turned the salmon away; and they were diverted to other shores where they entered other rivers more or less distant. The English salmon commissioners, in 1860, referred to this point, and held that fixed fishing stands were an injury not only because they destroyed numbers of fish, but scared or drove them to sea. In all old legal enactments the deterrent or frightening effects of such fixtures or 'white objects' was regarded as equally to be condemned as apparatus for capturing salmon. 'If,' says Russell in his famous work on the salmon, 'objects in an estuary, striking merely the eye of a salmon, frighten him back to sea, a similar effect is more than likely to follow from his running against miles of posts and nets whenever he tries to take his natural course along the coast to the river.' Sir Herbert Maxwell, in his evidence before the Royal Commission on Salmon Fisheries (1900) referred to the serious damage to salmon rivers by shore and estuary nets. 'The nets,' he said, 'have been the cause of a greater destruction of salmon, as they have intercepted the run of salmon into the rivers; but there is also a prevalent opinion that, in addition to that, the numerous nets along the coast divert the runs, and may turn them quite away from their usual route. The further point to which I have above called attention, viz.: the securing of a sufficiently ample supply of water, without too seriously interfering with ordinary requirements for mills and for industrial purposes, demands a further word or two, because very able authorities hold that if a fish-pass be properly devised it need not lessen the supply for water-power purposes. Early attention was called to this point by the well-known Yorkshire authority, Mr. J. H. Horsfall, who stated his views in an English angler's journal in 1864, as follows:—'The essential point is that the fish-ladder should be supplied with a flow of water in excess of that which runs over any other portion of the weir equal to the width of the fish-ladder; for when migratory fish meet with any obstacle to their ascent up a river they are invariably attracted to the part where the stream is the strongest, as for instance up mill races, however far the mouth of the race may be from the foot of the weir.



## SESSIONAL PAPER No. 22

'The great difficulty is to obtain this necessary excess of water for a fish-ladder without damaging the milling power, but as such injury can only occur when a river is low and when migratory fish do not "run," no fish-ladder need at such times have any water supply. When, however, the water in a river rises and fish do "run," any water diverted down a fish-ladder is merely the surplus which the miller does not want and cannot use.

'By the use of the water economizer (invented by Mr. Smith, Deanston, Scotland) all loss of "head water" to the miller can be avoided, and at any time when the river is in flood the necessary supply of water to the fish-ladder can be obtained.

'I believe by the use of this invention an efficient fish-ladder can be built, which shall not in the least damage the milling power.'

Of the large number of devices, known as fish-ways, fish-passes, and fish-ladders, not more than fifteen or sixteen embody principles of construction essentially differing from each other. The number of fish-ways devised by various inventors totals, according to my somewhat comprehensive inquiry, considerably over a hundred. Apart from minor details not affecting the main working principle of the fish way, there are, as I have said, about sixteen forms adopted and in use in various countries. Commencing with the simplest and least expensive, I propose to briefly glance at all these more important types, adding such notes, as to their effectiveness, as will indicate their general practical value.

(1.) *The Diagonal*.—Perhaps the simplest fish-pass, both in principle and design is what is known as the diagonal. It is really a shelf of wood or iron, affixed diagonally across the front of the dam or other obstruction, providing a V-shaped channel carrying a stream of water from one side of the dam to the other, and pouring out a strong stream at the foot of the obstruction. The fish can enter at the lower end or outflow, and wriggle up the channel, or when jumping up the face of the dam they may fall back and be caught by the projecting diagonal, and will, as a rule, rush up the stream and work their way over the crest of the dam at the upper end of the channel. The diagonal has been successfully adopted in Scotland, and is adapted to many dam obstructions.

(1.) *The Step-Ladder*.—Almost as simple as the 'diagonal' is the step-ladder, which may be of wood or other material, or simply hollowed out of the rock at the side. It consists of a series of low ridges on an inclined plane, allowing the water to descend in a continuous stream, broken into a succession of small falls, each fall a few inches or it may be foot or more in height. Frank Buckland said that for salmon, each step (or fall) should be eighteen inches high, and the angle or gradient of the whole series should be one foot in five feet, or better still, one foot in six or seven feet. He said that such passes were frequently too steep, and useless on that account.

The late Captain J. Hunter Duvar, a former Dominion fishery inspector, and a man of remarkable ability, erected, on certain trout rivers in Prince Edward Island, fish-ways of the simple step-ladder description, which are said to have been a marked success. 'I have endeavoured,' he reported in 1881, 'to design a fish-way of the simplest structure, and at the least possible cost, to suit our little rivers, and the small money value of most of our mills. The features sought were that it could be cheaply built without other labour than that of the ordinary mill-hands; economy of water; ease of current, with as little eddy in the backwater as may be, and such a rush at the outlet as will guide the fish into the way. The design has answered expectations. A simple gradation of the bulkheads to each other on an inclined plane of one in ten, even without cross-checks, produces an easy flow, while the width of four feet with ten inches depth and twelve to sixteen-inch openings, expends no unnecessary waste of water. Four of these were permanently opened this year, having been held over since 1880 on account of the famine of water in that year. Unfortunately, the best of the ladders, that of Messrs. McDonald and McKenzie, Montague River, King's County, built even better than the specification, was carried away, together with the mill-dam, by the bursting of an upper dam. The way answered its destined purpose fully while it stood, and will be rebuilt. Trout, in quantity, have been observed passing up the ladder in Trout river, lot 10, Prince county, in which stream salmon fry were last year deposited. Of the ladder at Keith's Mills, on Brown's creek, a branch

of the Montague, Warden Reilly writes:—‘Since the channel was deepened I have seen as many as thirty-five large trout in the fish-way at once. The fish are going up by the hundred, and yesterday (9th November) I saw a few salmon making their way up. I have no doubt they are up the fish-way before now.’

When the matter of fishways was occupying prominently the attention of the Government of Nova Scotia, forty years ago Captain de Winton sent a model of what is described, in a report published at the time (1867), as the Government ladder used in England. Its measurements were width 5 feet with cross-compartments  $5\frac{1}{2}$  feet apart, leaving an open space at one side 9 inches wide. The upper and lower entrances were 12 inches wide and each gradually widened outward, like the door of a fortress. The fish-way was of solid masonry with a triangular buttress projecting on each side to break the ice in winter. It may be pointed out that two years earlier a Nova Scotia Act had been passed (chap. 35, May 2, 1865) providing that in every dam a fish ladder should be built having a slope of 1 in 7, with an upper opening 3 ft. wide, and so arranged as to always have 1 ft. of water running out of the lower opening. Every 6 feet a cross-piece 2 ft. high was to be placed at right angles, leaving on alternate sides a 12-inch opening, so that the down current flowed from side to side. Such fishways also called water-gates and stops (see N.S. statutes, cap. 95) are not to be closed when fish are ascending or descending. Buckland held that each pool should have walls not less than 18 in. high, and the cross-pieces or steps should be of the same height. Each pool should be, he thought, about 4 feet square. Col. Worrall, in the pass on the Susquehanna River built in 1866, made the steps 6 in. high, while each trough was 10 feet long and 2 feet deep. It was 200 ft. long, and supported on substantial crib-work.

Mr. Wm. J. Ffennel, H. M. Inspector of Fisheries in England, had a model fixed up in his office at Whitehall, London, 40 years ago and it was seen in operation by a great many interested spectators one of whom wrote, after watching small minnows ascend the pass, ‘certainly the fish, for their part, show no disinclination to avail themselves of the artificial assistance offered them. They move anxiously to and fro with their noses up stream, and the moment the “fresh” comes (*i. e.* the water is turned on) up they go, racing and jumping like a school of boys turned out for the half holiday.’

The principal dimensions of the ladder on Mr. Ffennel’s model are—

Total length from apex to base, including thickness of walls	38 feet.
Total width	9 “
Length of water course inside walls	32 “
Width of “	5 “
Length of space between steps of ladder, about	$5\frac{1}{2}$ “
Width of side opening in step and at bottom	9 inches.
Width of central opening in top step and at bottom	12 “

The slope of this ladder is 1 in 5; 1 in 7 or 8 is, however, preferable where circumstances admit of it; and 1 in 4 is the maximum slope which cannot be passed with safety in any ladder. This is a point of vital importance and too much stress cannot be laid upon it. There are many rivers on which this simple and economical form of fish-way is the best that can be adopted, especially when the obstruction is not very high. On the River Cauld at Dumfries, Scotland, I have seen the ‘pool and jump’ pass which was very favourably reported on by Mr. Archd. Young, in his report as Fisheries Inspector (Tenth Annual Report, 8 col., Fish. Board, Pt. II, p. 21) and I can testify to its success in facilitating the ascent of fish.

(3.) The ‘stop’ or ‘pool and fall’ pass is an advance on the simple ladder. It provides, in the interval between each step a box or pool where the fish can rest before mounting the next step. The pool may be hollowed in the rock, or built of wood or masonry, each step sloping on the lower side and perpendicular on the upper side, and in some cases pierced, a few inches below the crest, by a small tunnel or drain permitting a flow of water to keep the pools filled when there is not enough to form a series of good falls. Though not designed to do so, schools of small fry may no doubt use the tunnel or drain and pass from pool to pool, down or up the fish-way at any season of the year. whereas in the ‘diagonal’ and the ‘step-ladder’ the flow is practically continuous, in the ‘stop’ fish-way it is discontinuous and broken into a succession of pools.



## SESSIONAL PAPER No. 22

(4.) The 'semi-stop' fish-way is one of the oldest and simplest types adopted, and was the pattern generally followed in Britain in former years. It consists of an open channel down which the water flows, but is interrupted on the right and left alternately, by perpendicular partitions, projecting from each side at right angles. The stream is continuous, but is thrown from side to side as it strikes the partitions. The partitions extend only about half-way across the channel, imparting to the current a spiral course. In the angle behind each 'semi-stop' is an eddy or resting place for the fish. It is one of the commonest, cheapest, and, for moderate gradients, one of the most effective of the old forms of fishway.

(5.) The elbow semi-stop fish-way, commonly called the 'Bracket' fishpass consists, like the last, of alternate partitions projecting from the walls at right angles, but provided at the outer ends of each partition with an extension or elbow turned at right angles to it. This arrangement still further impedes, and twists and turns the current, which is a continuous one. The water winds through the L-shaped compartments like a chain of letters 'S'; each alternate 'S' being reversed.

(6.) The T-semi-stop fish-way is practically the bracket fish-pass with T-shaped, not L-shaped cross partitions. It is designed to afford still better resting places, by increasing the amount of eddy-water in the pass. Many dams on this continent have been provided with this pass, one specially well known being that in the Holyoke dam, Connecticut River. In order to induce the shad to use it, the builders adopted an extremely low gradient, viz., 1 foot in 50 feet, so that the pass is 440 feet in length, to surmount a dam 30 feet high. It is officially reported that the shad have not apparently made use of that pass.

(7.) The upslant semi-stop fish-way is commonly known on this continent as 'Foster's Pass,' and is really a modification of the simple semi-stop pattern, but the partitions are directed upwards at an angle. Several dams in Canada have been provided with this form of 'Foster' pass, and it is commonly stated to succeed if the gradient be not too steep. Thus, at the London Waterworks dam, Ontario, a fish pass of this kind is said to be used by ascending pike, perch or doré. The inventor devised a flood-gate at the top, with movable perpendicular boards, each of which can be lifted separately, thus reducing or enlarging the upper entrance, and varying the volume of water as is deemed desirable.

(8.) A further type of fish-way combines the feature of the last and of the simple 'Semi-Stop.' Each partition projecting at a right angle being followed by an upslant partition on the opposite side. Thus the water, in descending, meets the rectangular projection sweeps round it, and flows into the V-shaped space former on the opposite side by the upslant partition, where it is reversed and is forced upward to flow round the partition, after which it sweeps down to meet the next rectangular partition. Each downward sweep of the current alternates with the reversed flow in the angle of the upslant partition, which is supposed to afford a resting place for the fish. I have not seen this arrangement in operation, but it does not appear to provide any still water suitable for resting places such as are absolutely necessary for ascending fish.

(9.) The 'Lowell' fish-way, which was first built at Lowell in Massachusetts, turns and impedes the current, i.e., lessens its momentum, by an arrangement of tanks or boxes descending in a double series, side by side. The water entering the first box in the right series, pours to the left into the first box of the left series, from which it empties forward into the second box of the left series, and out of this second box empties to the right into the second box of the right series, whence it flows forward into the third box of the right series and then pours to the left into the third box of the left series. Thus the course of the water flowing down this circuitous route, follows roughly the outline of the letter C, succeeded by the outline of a C reversed, and so on alternately. Each tank is 12 feet square, and 2 feet deep, while there is one foot fall from one tank to the next. Mr. Theodore Lyman (Mass. Fish Commission) says that the rush of water is so reduced, and the speed and momentum so modified, that a floating body was found to descend at the rate of less than 2 miles an hour, hence any anadromous fish, even the weakest, could readily pass up.

(10.) The 'Channel and Box' fish-way, invented forty years ago in Norway by Mr. Hetting, has been reported a success as imitating the natural passage (the pools and



falls) ascended by salmon. It has been claimed to be the cheapest of fish-ways and consists of a succession of long shallow troughs or channels, alternating with shorter capacious deep boxes. Each trough is 12 feet x 3 feet x 3 feet deep, while each box is 8 feet x 6 feet x 5 feet deep. The highest channel receiving the supply of water empties into the upper left corner of the first deep trough, out of which trough the water pours through a notch at the right bottom corner, and is carried by the next channel to the second deep trough, which receives the water at its right top corner, but empties at its left bottom corner. Thus the water loses much of its momentum at each deep box or pool, by being compelled to flow diagonally to the opposite lower corner. The incoming and outgoing streams are not directly opposite to each other at each level of the series, but being as nearly as possible at opposite corners, the force of the stream is broken and on account of the depth and body of still water in each box or pool, the force of the descending stream is weakened. The inventor considered that a gradient of 3 feet in 12 feet (1 in 4) is right. Freshets and ice would be the chief danger to this fish-way.

(11.) The 'Amoskeag' fish-way, an elaborated form of the 'Brackett' fish-way, is stated to have been successful in facilitating the ascent of shad. In this pass the water runs transversely in one direction (say right to left) through several chambers and then in an opposite transverse direction (say left to right) through several chambers. There are five of these series of transverse chambers, the flow of all having a sufficient gradient to bring the lower exit nearly level with the spring level of the river below. The entire fish-way is of masonry and is inclosed in a wall of triangular form, the apex being directed down stream. Its total length is 56 feet; its widest (upper) part being 28 feet, and diminishing to 14 feet at the bottom, where an outlet less than 3 feet across admits the ascending fish. The upper transverse series consists of five L-shaped chambers, the second series of four, the third of three and the fourth of two, while the fifth and sixth series each consists of one chamber. All are about four feet wide, excepting three, which are 6 feet across. It is difficult to describe the exact arrangement of these long narrow L-shaped chambers as they are not reversed to each other in regular alternation, but the L-shape is reversed top and bottom to the next L shape, as well as reversed right and left, just as a row of boys might be alternated on their heads, as well as back and front alternately. This pass was tried at the Amoskeag Falls on the Merrimac River.

(12.) The 'Rogers' fish-way adopts the 'elbow' partition system of the fish-ways described above and great success has been claimed for it, indeed, it has been one of the most widely adopted forms on this continent, and established for itself quite a reputation. Mr. W. H. Rogers was one of the Dominion Inspectors of Fisheries in Nova Scotia, and arrived at his design chiefly by a study of types of fish-ways in use in Britain. Its form is that of an oblong box, with an inclined floor upon which the 'up-slant' stops project at an angle of 45° each with a terminal elbow. Seen from above, the stops form a zig-zag arrangement as the terminal end of one stop almost reaches the origin or fixed end of the opposite stop, leaving a narrow space by which the fish pass from one angular pocket or chamber to the next. The height of the stops is 4 feet and the passage or space referred to is 14 inches, hence the rush of water from one chamber to the next is very strong; but an eddy is formed behind each stop, and the fish can also find a resting place in the angle of each compartment. The opening at the upper end of the ladder provided for a rise and fall of the water above of three feet; but there are side gate at different heights in the fish-way which can be opened when the upper water lowers below that limit. The gates in the sides of the fish-way when the door is raised will allow of the exit of the ascending fish at any height of the dam. The three principal features in the Rogers improved fish-pass, distinguishing it from previous passes, is the fact that it is placed above the dam, resting against the pickets on the upper face of the dam, and inserted in an opening of 5 feet wide by 5 feet high so that its lower entrance is flush with the lower face of the dam, and the fish can thus more readily find it. This position of the lower entrance was, at the time Mr. Rogers' invention, a novel feature. The series of side-entrances, at different levels, was also a new and important feature. One of the ablest authorities on fish-ways in this continent, Mr. Robert Hockin, a Dominion Inspector of Fisheries in Nova Scotia remarked on the Rogers' fish-pass as follows:—

## SESSIONAL PAPER No. 22

The old form was generally built from the crest of the dam and discharged about 60 feet down stream, and, as fish instinctively follow the main stream, they seldom were known to ascend this form, having once passed the outlet they played in the pool below the dam, vainly looking for some way to ascend.

'To meet this, the Roger fish-way was constructed in the pond above the dam with the discharge immediately at the dam. This was an improvement, and when kept free from debris and supplied with sufficient water, fish could ascend, but after I had examined a number of these structures and found that owing to their great length a dam of 10 feet, requiring a fish-way at least 70 feet long; that the ice had in some cases distorted them or the freshets had torn out the brackets, or, on account of the great surface exposed to a considerable pressure, the leakage was frequently so considerable as not only to destroy their usefulness but also to injure the water power of the dam; and unless they had frequent attendance by some interested person, sticks and other debris rendered them impassable, or else the proper gate for the admission of the water was not opened,—I endeavoured by a number of experiments to find a form of fish-way better adapted for the purpose, and succeeded in obtaining a form so simple and withal so efficient that the wonder is that it was left for the writer to find it.'

It may be pointed out that the cost of Rogers' fish-pass is much below that of most passes, excepting the very simplest; such as the inclined ladder pattern. Mr. Rogers held that no matter how wide a river might be one ladder on his pattern would allow all the fish ascending to pass up as readily as if no dam existed, and indeed said so almost in those precise words, in a report published in 1880, (Fisheries Department, Thirteenth Annual Report). He did, however, add to his original fish-way plan a more elaborate scheme, of which he published two figures, based, as he stated, on the plan followed at the Holyoke dam, Massachusetts, U. S. A. In the said diagrams a Rogers' fish-way is shown on both sides of the river below the main dam, each fish-way passing parallel to a canal supplying a mill on each side. Some distance below the main dam, an auxiliary dam is built, the lower face of which passes transversely from the lower entrance of one fish-way to the lower entrance of the other fish-way. Or rather this auxiliary dam ends a short distance from the latter fish-way, leaving a passage for the outflow of surplus water from the main dam, but across this passage a wire fence is recommended to turn the fish into the fish-way, otherwise they might find their way inside the lower auxiliary dam, and congregate at the foot of the main dam where they would be obstructed. In his drawing it should be stated that Mr. Rogers showed by dotted lines, the ordinary position in the middle of the main dam, of the fish-way; but with his arrangement of the auxiliary dam, and the provision of two fish-ways, one at each side, the construction of a third fish-way would of course be a serious matter, and would add considerably to a cost of unusual magnitude without it.

(13.) The 'Worrall' fishway utilized an entirely different principle in the endeavour to minimize the speed and momentum of the descending current. Colonel Worrall conceived that if the direct down-rush of water could be opposed by an upward flow, or by subsidiary lateral streams of water the momentum of the main stream could so be counteracted. Accordingly he selected a very long dam 6 feet high which which formed an impassable barrier for shad. About  $\frac{1}{4}$  of a mile from one shore he had a section of the dam, 40 feet long, cut away, and a coffer dam erected above, at the point, to keep off the water. In this opening a new sub-dam was erected, so that its comb or highest elevation would about equal the level of the water below the principal dam when the fish are running (a little over three feet say). The lower slope of this sub-dam was placed at an inclination of one in fifteen, and the sides of the aperture in the main dam were dentated or framed in a series of offsets, so as to promote the formation of eddies in the current passing over the sub-dam.

'When the fish are running then, in the spring, the water in the aperture will be under the influence of gravity in opposite directions. The lower water will try to attain its level, the top of the subdam and the upper water rushing through the aperture will meet and certainly drive it back, but with a force considerably impeded by the cushion, so to speak, of lower water.

'The fish will be nosing along the foot of the main dam, as is their wont, and finding its passage open, agitated though it be by these contending currents, they will



endeavour to pass up, and let us hope they will succeed. But should they fail in the first few trials, there are the recesses at the sides where the eddies are sure to be formed, and where they may gather strength for a renewal of the trial. I am informed, by persons in the neighbourhood of Columbia, who have seen this aperture of ours with the water running through it, that there are many passages in the Conewago rapids below, which are much more difficult of ascent than this is; and which of course, the fish must easily pass, or they would not be caught, as they now are caught, at the base of the Columbia dam, their next obstacle.

The 'McDonald' fish-way in contrast to the 'Rogers' and earlier types, is an elaborate and costly structure. Theoretically it is perfect, but in some notable cases it has lamentably failed. It is a device to counteract the force of gravity by the force of gravity. Thus a body of water flowing into a basin is carried by its momentum to a height less than the height of its original descent. As it is carried, or ascends, its momentum lessens and if the lip of the basin below enough, the water by gravity will drop over, having lost practically all its force or momentum. The late Col. McDonald, in an interesting report in the U. S. Fish Comm. Report, 1884, p. 47, fully explains his experiment, and it must suffice to say that a body of water falling from A to B will rush up or be forced up to a height C, when it will fall to D. But the height BC is much lower than the height AB, and the difference AC between them indicates the loss of momentum. Applying this to a fishway he arranged a series of chambers, like V-shaped elbows of wood and iron, one below the other on each side of a central channel. These opened at each end of the V into the mid-channel. The water rushing into the upper entrance of the fish-pass. Passed into the entrance (A) of the first V-chamber, and around the elbow (B) to the exit (C) or other end of the V, ascending all the time (from B to C) and losing speed and momentum so as to pour gently and without rush a force into the mid-channel. As this was repeated all the way down the series of V-shaped chambers, which from top to bottom of the pass empties their gentle outflow into the mid-channel, its down flow had the character of a comparatively quiet descending stream, up which even the least vigorous fish, it might readily be supposed, would pass without great effort. The course of the water in the McDonald pass is the figure geometrically of a spiral, the continuous curves in which are not in one plane, but follow in a linear series whose successive planes are almost vertical to the descending linear direction of the mid-current. Of course the lateral arrangements are securely guarded from the main mid-channel, to which alone the fish have access. The inventor termed the lateral passages 'buckets' and described their operation as follows,—'the water in its downflow is received by the straight wooden buckets, and the curved iron buckets direct this water backward and up the stream, thus affording comparatively quiet water, which it supplies to the main mid-channel of the fish-pass.'

(15.) The 'Hall' fish-way invented by Mr. Hall of Renton, Ont., is based on the principle of admitting a large quantity of water into a square box, in which it is held back by a partition and can escape only by a small exit. Both openings, the intake and outlet contrary to most fish-ways, are on the same, upper, side of the box, which is placed at the lower side of and a short space from the dam, and admits ascending fish to the upper side of the dam by a channel, forming a bridge over the space separating the fish-pass box and the dam. The box is divided by an upright partition into a large chamber and a small narrow chamber parallel to it; a long slit or narrow opening admitting from one to the other. A false flow crosses the large chamber on a level with the height of the dam, and the flow of the narrow chamber has an inclined flow up which the fish can ascend by entering the small lower opening out of which the water pours. A fish passing up to the lower face of the dam, and 'nosing' along the obstruction, would, the inventor claims, turn round on feeling the out rush of water from the small exit of the fish-way behind it. Forcing its way into this entrance, it would work up the swift current pouring down the narrow chamber, and at the top of the incline would turn to the right, through the long narrow slit or opening, and turning again to the right up the broad stream pouring through the large chamber, would cross the bridge channel leading through the crest of the dam and reach the upper waters. It is claimed that this fish-pass has been a success, though for valuable fish, like, salmon, trout, shad, &c., it has very unfavourable features. Thus it is entirely closed and is therefore dark and uninviting; its entrance opens in a direction opposite to that up



## SESSIONAL PAPER No. 22

which the fish are moving, and as the inflow of water at the large entrance is at least five-fold that of the small lower exit into which the fish pass, the outflow will be so strong that only the most powerful fish could force their way through. Ice, &c., would almost certainly carry such a fish-pass bodily away.

(16.) The 'Cail' fish-way combines the fall and pool fish-way and the deep compartment and aperture system. It may be made of wood, or of masonry or iron, and may follow a straight line or be built in angles and curves. The straight form may be described as an oblong box descending from the crest of the dam with a gradient of not more than 1 vertical to 4 horizontal. It provides a series of still-water compartments with cross bulkheads passing completely across at an angle of about  $70^\circ$ , this very oblique angle more readily clearing the compartments of sand, gravel and rubbish, as it has a tendency to collect at the side near the aperture in each bulkhead. As the water entering the large opening at the top pours over each bulkhead in the form of a small fall, as well as through each aperture, the fish have opportunity to leap over or to pass through each bulkhead, the apertures decreasing progressively from the upper to the lower ones. The lower outlet is below low-water level, and while it is claimed that the water in the compartments is relatively quiet, the velocity through the apertures may be 10 feet per second, the hydraulic head between two successive compartments being arranged to obtain a current velocity not exceeding that rate. The fish-pass is not completely roofed over, and there is ample space between the cross-pieces for the admission of light, an important point, as well as for inspecting it and cleaning away débris. At the intake, which is not less than 12 inches below the crest of the dam, fenders, grates, and other means of protection from ice, &c., are provided. The 'Cail' fish-way, it is claimed, is one of the cheapest and most easily constructed of any design now in use, but it does not appear to be adapted to a great many cases of obstructions existing in Canada. Its upper entrance is at the crest of the dam and its outlet must be carried some distance below, a very serious objection. Its erection would involve the reconstruction of most dams, although the inventor holds that it is applicable to various dams and to natural falls. It is difficult to see how it can be kept free from débris, which will accumulate in the compartments and fill up the apertures. Many competent authorities regard it as a very superior invention, but its features are somewhat complicated.

(17.) The 'Bower' fish-way designed by Mr. John Bower, Shelburne, Nova Scotia, resembles the Cail pattern in many ways. Thus it combines the fall and pool principle as well as the perforated 'stop' or partition but both do not work simultaneously, the flow of each compartment is not horizontal, but inclines upward, and is highest at the lower side, allowing space below in the compartment for the perforation or door in each partition. The door of each compartment can be closed by raising a gate and the water then flows over into the next compartment as a fall; but the gate on being raised shuts off the fall, and the water must pass through the aperture (really below the floor), hence the water must then pour into the compartment by a side entrance, which is provided in the lateral wall of each compartment below the inclined floor. By raising any of the gates in the partitions and closing those in the partitions below, the proper side gate automatically comes into use and thus the fish-way adapts itself to the different heights of the water in the dam. One of the chief merits, which the inventor claims, is this adaptation to high and low states of the river—a feature also seen in the Rogers' fish-way, and provided for by similar side gates, which in Rogers' fish-pass are shut off, or opened, by a vertical slide moving up and down guide strips; but in the Bower's pass the side doors are never closed, the closing or opening of the doors in the middle of the cross-partitions allowing or preventing the entrance of a current of water. If all the vertical sliding doors are closed, the fish-way does not work, and when fish are not running this can be done, and the water saved. The fish pass is a long box horizontally placed on the bed of the river, and its lower end passes through, or is along side, the dam so that its exit on the bed of the stream, where the fish enter, is flush with the lower side of the dam.

The floor of each compartment is at a level higher than the one below, passing from the lower exit to the intake or highest entrance. Each compartment of course has a lower floor, viz.: the general horizontal bottom of the entire box or fish-way lying on the bed of the stream, excepting the lowest compartment the floor of which is practically

level with the bed of the stream. Crib-work buttresses filled with stones keep the pass in position and resist ice pressure, &c., otherwise the whole strain would be borne by the dam to which it is bolted at the point where it passes through the dam. It has been pointed out by an experienced expert that Mr. Bower's estimate of a rise of 1 foot in 4 feet would result in no depth of water at the crest of each fall, and dam 10 feet high would require a fish-pass no less than 40 feet long. The doors at the side reduce the strength of the structure, and on account of the uniform height of the fish-way the lower compartments would be very dark just where the fish are most readily deterred by a dark opening and chamber within. All fish-passes run the risk of being damaged and carried away by ice and freshets, but this danger especially threatens large structures like the Bower's pass, which are weakened by lateral openings. It has certain excellent features, and in some locations might prove well adapted for the purpose of facilitating the ascent of fish. The inventor claims the merit of cheapness, as in most dams its cost is estimated at not more than \$300, though it may be doubted if that low estimate would be realised in practice.

(18.) The 'Hockin' fish-way, invented by a well-known Dominion officer, who had devoted many years to the problem of devising an efficient fish-pass, is one of the most widely-known fish-ways in existence. It has many novel features, especially that which marked the earliest form of the fish-way, viz.: the intake not at the crest, but almost on a level with the bottom of the dam; and the further feature, viz., the outlet a lower entrance at the foot of the lower face of the dam. A condensed account of the working and of the construction of the Hockin fish-way was given in the tenth Annual Report of the Fishery Board for Scotland (1891). In that report it is said:

'Many forms of fish-way have been devised to facilitate the ascent of running-fish, such as Mr. Cail's lock swimming pass in England, Colonel Macdonald and Mr. Brackett's fish-ways in the United States of America, and the fish-way of Mr. Rogers in Canada; all of which are clever and ingenious, and have been successfully applied in various parts of Europe and America. But, on the whole, the recent invention of Mr. Hockin seems, in some respects, superior to any of them. One special advantage of it is, the position of the orifice through which it is supplied with water. The supply can never fail so long as there is water in the dam—and this is a great point—as the orifice is far below the level of the water in the dam. Whether the orifice will not be liable to be choked up with the gravel which is brought down in floods by some of our rapid Highland rivers, is a point more difficult to determine. Most of the fish-ways in Scotland are supplied with water through a cut made in the crest of the dam; so that, whenever the water falls below the crest, the supply ceases, and the pass is useless.'

The following account by the inventor (Inspector Hockin) clearly indicates the many features of the fish-way:—Deciding that the great defect of fish-ways in use was from the fact of their being fed from the surface, and that it would be of great value if one could be obtained that was fed from beneath, I instituted a series of experiments last winter with this object in view, and succeeded in inventing a pass which is a simple solution of the difficulty. It may shortly be described as a hole in the bottom of the dam, with the velocity of the discharge so reduced that a fish may contend against the current, and swim into the pond above. It consists of a series of compartments, having approximately a level floor, with side walls, ends, and transverse partitions (every 4 feet of its length) from the bottom of the dam to above the water line; these compartments connected with one another, and with the pond above and the river below the dam, by submerged apertures approximately on the level and preferably in alignment for the passage of fish. The water in the several compartments will be lower, step by step, from inflow to outlet, and will flow out of the last aperture under a head of about 2 feet (it can be made less) and, therefore, with so little velocity that fish can swim into the first compartment and into the pond above. Here, then, is a fish-way which is not of very great length, 28 or 32 feet, sufficient for any average dam. It is built from the bottom of the pond up, so that ice cannot form under it nor raise it; and from its structure, with partitions every four feet, it is necessarily strong and compact. Freshets can make no torrents through these passes and tear them out. The apertures being submerged cannot be choked with debris, and they can be so far removed from the bottom as to obviate any danger from that source. What is perhaps most important is, that it



## SESSIONAL PAPER No. 22

adapts itself to the height of water in the dam; for, so long as there is water in the dam, the fish-way will be supplied. The importance of this will be recognized when it is remembered that a fishway has no friend in the mill-owner, and that the maintenance of the rights of free access to spawning grounds depends upon the vigilance of fishery officers. The velocity of discharge being so reduced, the loss of water does not materially affect the mill-owner.'

Economy of space and materials is a feature strongly urged by Inspector Hockin in favour of his type of fish-way. For a 10-foot dam, a fish-way of this pattern is about 24 feet in length.

The following description, extended from the late Mr. S. Wilmot's report (Fisheries Report, 1890, pp. 39-40) will further explain the working and dimensions of the Hockin fish-pass, and contains a favourable reference to its success, a success which has been repeatedly noted in various localities where the Hockin fish-pass has been erected. The quotation given in Mr. Wilmot's report after laying stress on the simplicity and apparent efficiency of the invention says: 'It is constructed of a series of successive compartments, formed by longitudinal side walls and subdivided transversely by partitions—(*g*) forming compartments (*h*) and provided with a floor (*j*). The partitions (*g*) have each an aperture (*k*) near or at the bottom, and preferably in line with one another, and with a like aperture (*j*) in the dam (*a*), so that all the water fed to the compartments will pass through the aperture in the dam into the first compartment and thence into the several compartments successively. The water from natural causes diminishing step by step in each of the compartments, and finally flowing out of the last compartment into the river below, under a head of 18 inches or 2 feet, and therefore with a velocity so reduced that fish can easily contend against it, swim into the compartment, and thence through the several compartments into the dam above. A fish-way built on this principle 28 feet long will overcome a head of water which would require a pass 80 or 90 feet, built on the incline plane principle, while the great length of the latter and the fact of its being near the surface renders it very liable to be destroyed by ice. A Hockin pass built inside of a dam, from the bottom upwards, does not present any hold for the ice. Again, incline plane passes, being fed from the surface, are liable to be choked with floating debris, and are subject to frequent changes in the height of water in the dam, requiring attention to open gates to suit the height. The Hockin pass being fed from under the surface, is not liable to be choked, and is always supplied with a sufficient quantity of water. As a matter of fact, it has been found that the quantity of water vented by this fish-way is so little that its loss is not felt by the mill-owner. The Department of Fisheries have caused several of these fish-ways to be built, the one in Cumming's dam, Melrose, Guysboro, being the first or experimental pass. The fishery officer in charge, Thomas McKeen, says: 'I regard this as a perfect fish-way, almost equal to the natural stream.' One has been put in the dam at Tidnish, Cumberland county, known as Doyle's. The owner of the dam says the fish-way is a great success and has met with general approval. We have examined an excellent working model, and were struck with the simplicity and apparent efficiency of the invention.

The conclusion reached at the important Conference of Dominion Fishery Inspectors in 1891, held in Ottawa, is of great weight as the view of a body of practical men with unexcelled opportunities of judging of fish-way devices. The inspectors in a formal resolution said: 'This conference having examined the Hockin fish-way, believes it to be correct in principle, and recommends that it be fully tried.'—(Minutes of Conference, April 9, 1891). Various modifications have been made in the original details of the Hockin fish-way, but on the whole the invention has been favourably regarded, and Canada, in the United States, and other countries, a large number have been erected and operated. Some dams, however, did not allow of the insertion of this fish-way, and recently Inspector Hockin has perfected a different type to be next considered.

(19.) 'The Hockin sluice fish-way,' which consists of a long box, more or less open at the top, to admit light, and inclined to a gradient not greater than one in five. As it is adapted for being placed below the dam, the intake being at the crest of the dam, it may be divided into two, or even more parts, or arm, a spacious resting pool, or



landing, being provided where the lower portion of the fish-way descends in the opposite direction from the upper first portion, and bringing the outlet or lower entrance close to the foot of the dam. Every five feet a partition is placed, with a V-shaped notch cut out, the notches decreasing in size from the top end of the fish-way, where a screen is provided to keep out rubbish while allowing the fish to pass out under it. The partitions are upright, with the exception of the last, which leans outward (downward) at an angle of say  $55^{\circ}$ . The V-shaped notches are all in the centre line of the fish-way, and the lower end of the floor of the second arm of the fish-way is one foot below the level of the water at the foot of the dam, say in June, thus ensuring easy entrance at all other times of the year. The whole structure is strongly framed, bolted, and may be supported on cribwork filled with stones. In a fish-pass of this kind, built at Ship Harbour, N.S., chiefly to allow gaspereaux to ascend, the whole of the partitions are inclined at an angle of  $45^{\circ}$  downward, thus providing quiet water and an eddy at each side of the V-notch in every compartment. The notch increases in size from the lowest to the highest, as already stated, the object being to secure the flushing of each compartment, and avoiding the lodgement of silt, gravel, leaves, &c., as well as allowing heavy ice to slide over during the spring freshets. The object of the inventor, while, providing a straight and direct course for the ascending fish, is to impede the velocity of the current by the notched partitions. The whole structure is inclined, the gradient should be one in five, though in the case specified the builder had made the gradient one in three and a half feet, with a head of four feet. To reduce this head Inspector Hockin arranged that the water should be supplied by four heads of one foot each. On another Nova Scotia river, viz. Ingram river, a similar Hockin 'sluice' fish-way has proved a success, according to local parties. The fishery overseer there has seen gaspereaux actually in the fish-way, and schools of fish are seen above, which must have passed up the fish-way provided for them.

The 'Miles' fish-way patented by Mrs. Miles of St. John, while on the same principle as the original Hockin fish-way and admitting water at an intake almost on a level at the bottom of the dam through which it passes, yet dispenses with the complete partitions, and aims to reduce the momentum of the river current by internal stops, and by a special intake and exit arrangement, not easily described without figures. This fish-pass also has the merit of opening at the lower face of the dam, and of admitting light ample enough to attract the ascending fish. Suitable tests may show that this fish-way is admirably adapted to the conditions obtaining in many rivers.

#### CONCLUSION.

It is plain from the foregoing outline of the characteristic features of the more important types of existing fish-ways, that the requirements of the different rivers obstructed, are exceedingly varied. Practical experience has shown that the same principle cannot be applied to all cases, and that fish-ways, which may prove successful in a large number of instances attain success by local modifications which fit them to the special circumstances of each case. Only great experience and technical knowledge, not only of the physical conditions of the locality and stream, but of the habits of the fish it is desired to assist, can avail to decide the form of fish-way that should be adopted in particular cases of natural or artificial obstructions. The damage done to valuable rivers, by dams and other artificial obstructions cannot be estimated, while even rivers not so damaged may be vastly improved by the removal of natural obstructions, and the opening up, by this means, of extensive upper grounds adapted for spawning. The well known case of Ballisodare County Sligo, Ireland is one of the best illustrations of the benefits of a successful fish-pass.

I have already referred to the Ballisodare fish-ways before the erection of which not a single salmon was able to ascend the river, as the three obstructions were completely impassable. After the fish-ways were in position the salmon began to ascend and eleven years after, no less than 10,000 salmon were caught in the river in one year. A similar case is that of Galway salmon fishery which, by the removal of river obstructions by Mr. Ashworth, increased from less than 2,000 salmon in 1853 to over 20,000 fish ten years

## SESSIONAL PAPER No. 22

later. Examples might be multiplied ; but the importance of a clear and unobstructed means of access to their breeding grounds is so self evident, that the necessity of effective types of fish-passes needs no argument. I cannot conclude better than by repeating the statement I made in my special report in 1899 on, 'Water Pollutions' where I referred to the harm done by mill-dams, &c. and said it is vain to expect a restoration of the fishery resources, and the re-peopling of depopulated waters, if the parent-fish are shut off and obstructed by mill-dams, canal locks, timber-refuse, log-jams, booms and fallen trees, or any obstacles by which they are prevented from reaching the spawning beds. If the spawning grounds be kept free from pollution and the deposition and fertilization of the eggs be accomplished ; and if moreover free and unobstructed access to these grounds be provided for the fish, and, above all, if over-fishing, excessive netting and destruction of the ascending fish be prevented, there need be little fear that our supplies of salmon and valuable migratory species will wholly fail.



## III

## THE HATCHING OF SHAD.

By PROF. EDWARD E. PRINCE, COMMISSIONER OF FISHERIES, OTTAWA.

Some years ago, when a crisis in the valuable shad fisheries of Canada seemed to have been reached, I stated in an official report that the only practical remedy was the artificial fertilization and incubation of shad in some of our maritime fish-hatcheries. The minister, at the time, desired my recommendations, as the expert Dominion officer in connection with the fisheries, in regard to a suggested protective close season on the one hand, or to some restrictive measures in regard to the netting and capture of shad. I could not recommend any steps in these directions, which could be justified. To establish a close season would at one blow destroy the shad fishery in such a river as the St. John, New Brunswick, where the fish can only be taken in quantity and in fine marketable condition, when migrating up from the sea for the express purpose of spawning. Nor could regulations restricting the modes of capture be carried out, without interfering with other legitimate fishing operations. The large traps or weirs in St. John harbour, for instance, if so worked as not to take shad, would not take gaspereaux and various other fishes of market value. When I first visited and inspected those weirs in June, 1893, I found that shad and gaspereaux were being taken equally numerously, along with salmon and other fish, but the fishermen laid before me, as Commissioner of Fisheries, their complaint that the shad were not ascending the river in May and June in numbers at all comparable to those of former years. I felt very strongly that some protection appeared desirable, when the schools of parent shad came in from the sea in May and June in order to ascend to the upper reaches of the river, fifty or sixty miles up, where their chief spawning grounds were situated. The adoption of shad-hatching by artificial means in our hatcheries seemed to me the only feasible course. I favoured that course especially for four reasons, (1) abundance of spawn could, as a rule, be secured, (2) the period of hatching is very short, only two and a half to three days, (3) the success of shad culture had been clearly established in the United States, both on the Atlantic and Pacific coasts, (4) the fish grow quickly and reach maturity rapidly. No doubt official reports are not always conclusive, and the bare statement that so many millions of young fry were turned out from a fish culture establishment in a season may prove nothing. But when, as in the case of shad hatching on the Pacific coast, waters in which these fish did not exist have become peopled with them, so that, as an important fish-merchant in British Columbia recently told me, they are becoming a drug in the market owing to their abundance and low market price, it is clear that fish-hatching has had tangible results. Oddly enough the same complaint has now been made by U.S. fishermen on the Atlantic coast, in rivers where not many years ago the shad were remarkable for their rarity. One journal referred to the fact in these terms:—Shad fishing in the Delaware river has been so successful in numbers that the fishermen are kicking against the operations of the United States Fish Commission, stating that their efforts are causing shad to become so plentiful that there is no profit gained in taking them; 5,000 shad to a haul was a frequent occurrence in a recent season.

Another recent announcement not long ago stated that 'the Connecticut Fish Commission is greatly pleased with their results of their work for the last few years. Within four years there have been placed in the Connecticut River over 27,000,000 young shad from three to five inches, and two years ago 500,000 young shad were placed in the Farmington River. The result of the commission's labors is that shad are running more freely than they have for a quarter of a century.'

Not only has the planting of shad benefitted the waters immediately stocked, but they have spread and have improved the shad fisheries in rivers more or less distant. Indeed on the Pacific coast they have wandered vast distances and have established



## SESSIONAL PAPER No. 22

themselves along a sea border of nearly 3,000 miles—a truly astonishing fact. Drs. Smith and Kendal in the U. S. Fish Commission Report six years ago, furnished the following surprising details: 'As the result' they state, 'of the plants of shad fry made in the Sacramento and Columbia rivers a number of years ago, this fish has become distributed along practically the entire west coast of the United States. Within a few years it has appeared in the rivers of British Columbia, where it is annually becoming more numerous; in 1891 the first shad was taken in Fraser River; in 1892 the fish was reported from Rivers Inlet in latitude 51 degrees 30 minutes.

The further extension of the shad's range to the north and west may be recorded. Mr. John C. Calbreath, of Fort Wrangell, Alaska, in a letter to the special agent of the Treasury Department for the protection of the Alaskan salmon fisheries, refers to the taking of two shad in the Stikine River in 1891. The mouth of this stream is near Wrangell Island in latitude 56 degrees 30 minutes. Mr. C. H. Townsend, naturalist on the United States Fish Commission Steamer Albatross, informs us that in 1895, while at Sitka, a specimen of shad was received that had been obtained at Fort Wrangell; whether taken on Wrangell Island or in the Stikine River could not be ascertained. The specimen is now in Washington. It is a female, in fine condition,  $15\frac{1}{2}$  inches long and weighing two pounds.

While the existence of the shad on the Pacific coast is due to the fry planted in the Sacramento River about twenty-five years ago, the distribution of the fish from the original stream has been natural, and it seems proper to notice in this place the remote point to which the shad has voluntarily migrated. The fish has been taken as far south as San Pedro, in Los Angeles County, Cal. The Stikine River and San Pedro are about 2,700 miles apart.

The spawning process is over by the end of June, and the fish in a lean, emaciated condition drop down to the sea during the following four or five weeks. In spite of their poor condition the fishermen cannot resist netting them, and quantities of their inferior fish are salted and sent into market. They are little more than 'skin and bone' indeed the skin would be their principal feature, were it not that the shad's bones are almost beyond computation. Of course there have been theorists, who have claimed that the shad died after spawning. The same claim has been urged for numerous other fish; but it needs no refutation for the descending shad are annually caught in July and August, in St. John River, N.B., and a few weeks later, these fish are taken after feeding up the Bay of Fundy. They are then in an improved and well fed condition. It is true that at the shad hatcheries the parent fish as a rule die. Unlike trout, salmon, whitefish and other species the shad will not bear handling. Some think they die from fright. The operators at Catskill on the Hudson River return all the shad to the river, after taking the spawn as the close season is at that time in force, and they are noticed as a rule to die almost before sinking out of sight in the river. Comparatively few shad, however, will suffice to furnish ample spawn for hatchery purposes. The eggs being small there is considerable diversity in the estimates by various authorities of the number produced on an average by a female shad. 20,000 to 200,000 is the quantity variously estimated. The late Mr. A. N. Cheney held that 30,000 would be the average quantity, and that appears to be a fairly accurate estimate, though some have claimed that 20,000 was the limit, and others have held that a shad produced 10 to 12,000 eggs for each pound of its total weight, a four-pound shad producing nearly 50,000 eggs; but a very careful examination of 188 shad spawned at the Catskill, (U.S.) Hatchery showed that 4,940,000 eggs was the yield, giving an average of 26,000 eggs per fish. The eggs, as I pointed out, in my condensed though comprehensive report on the eggs of fishes published (1897) as an appendix to the Report of the Department of Marine and Fisheries, 1896, 'are of comparatively large size for a clupeoid viz.  $\frac{1}{4}$  or  $\frac{1}{3}$  of an inch in diameter, fairly translucent, and with a very small yolk-ball, which occupies only a part of the spacious chamber inside the egg capsule.' When newly deposited shad eggs often cling together, by reason of a slight adhesiveness, in layers one egg deep.' They are so transparent and delicate that to ordinary untrained eyes they are often undiscernable when contained in jars or other vessels. 'The eggs', wrote Mr. Lyman (Mass. Fish. Comm.) over thirty years ago, 'are as transparent as the water itself; but if they turn milky, and look like half-boiled sago they are spoiled.'

Shad hatching operations have often been hampered by the difficulty of securing abundance of ripe fish of both sexes at the time when the operators were prepared to take them. The temperature of the water effects in the most marked manner the act of depositing the eggs. When high spring freshets prevail and cold weather the fish refuse to spawn. A late rainy season is most unfavourable as the shad is very susceptible to variations in temperature and a falling barometer means retarded spawning. 'Our experience in North Carolina,' said Superintendent Worth in 1885, 'has not been so favorable on account of the fact that great quantities of ripe eggs have not been found at the points where they would be naturally looked for. . . . ' At the great fisheries in the broader estuaries, where large numbers of shad are taken, it would be supposed that an immense harvest of ripe eggs would exist. But this is not the case, for the reason that the fish have but recently entered the warmer waters, and the advancement in the roe has but partially taken place, and the greatest number of ripe fish found at any of the large fisheries is only one per cent.' It is interesting to note that early in the history of shad culture it was found that fry could be retained, and would develop into fingerlings. Thus the late Col. Marshall McDonald arranged that 30,000 shad fry placed in the carp ponds at Washinton, D.C., should be retained, and when the ponds were thoroughly netted in the fall 7,000 fingerling shad  $2\frac{1}{2}$  to 5 inches in length were secured. Later (in 1887) a similar plant was made at Wytheville, Virginia, and in September 2,500 young shad were netted measuring  $1\frac{1}{2}$  to  $4\frac{1}{2}$  inches in length—a growth of only four or five months. In the latter experiment, it is stated that more than half the shad had probably escaped from an accidental opening. M. F. Mather reported similar success through the unintentional retension of some shad fry at Cold Spring Harbour, New York State. It had been customary to throw the dead eggs from the hatchery into the adjacent pond, and a few healthy living eggs had been accidentally included, so that when the pond was drained about the middle of August several young shad three inches and upward in length were unexpectedly secured. Superintendent G. S. Worth, of the Raleigh Hatchery, North Carolina, U. S., had reported some years earlier (See Report of Superintendent of Fish and Fisheries, State of North Carolina, 1883-84), that he had obtained thirty-three young shad in the fall of 1884, which had been hatched in April and May the year before (1883). They measured 8 or 9 inches in length and were, therefore, about half grown. 'These fish were hatched' Mr. Worth stated 'from a few sound eggs which had been thrown into one of the carp ponds, with the dead eggs removed from the hatching jars, and were altogether unexpected when I drew the pond to get the carp out in November. Dr. T. H. Bean, in 1885, reported that of 10,000 shad fry planted in April of that year, and kept under observation, no less than 7,000 were caught in December 10th, measuring, on an average 5 inches in length. These examples, taken at random establish not only the success of artificial shad incubation; but the rapid and healthy growth of the fish, under conditions not quite normal. The shad is generally supported to reach the mature adult condition in its third year, and the foregoing observations are all favourable to that prevalent conviction. Shad range in our markets from 4 pounds to 7 pounds, though specimens 8 or 9 pounds in weight are recorded in Wyoming and Susquehanna shad are known to reach a weight of 13 pounds. In the United States Fish Commission Depot, 1881, a fisherman, Mr. James Harvey, is reported to have said: 'Some of the shad used to weigh 8 or 9 pounds. I saw one weighed on a wagger which turned the scales at 13 pounds. 70 or 80 of the shad of average size would fill a barrel.' The length runs from 12 to 15 or 18 inches; but unusually fine specimens have been secured 24 to 30 inches in length. A newspaper announcement in May, refers to the size of the introduced shad on the Pacific coast and the time of their appearance.

'The first Columbia River shad has arrived at the markets at Astoria. The largest weighed over six pounds. Shad are rarely taken in the Columbia River at this season, being more numerous in June and July, when they are taken in large quantities.'

In Canadian rivers the schools of shad come in from the sea about the middle of May and continue during June; but in the United States rivers they are often very much earlier. Dr. Perley speaks of them as appearing in January at Charleston, N.C., on the coast off New York, they come inshore in March and early April, and at Boston in the latter end of April. An old Massachusetts fisherman, in 1881, when he was nearly 90 years of age, stated that about April 1, the shad in millions ascended the



## SESSIONAL PAPER No. 22

Atlantic coast rivers, and continued during April and May. He added the statement—a very remarkable one which exact scientific observations have confirmed that the first schools coming in, in early spring, were males, no females ever accompanying them. The females follow eight or ten days later, and the later schools are larger female fish with enlarged roes containing eggs in a more advanced condition. In such a river as the St. John, New Brunswick, they ascend 50 or 60 miles up the main channel and turn up the tributaries on both sides. They frequently wander over the fields submerged during the spring freshets, and deposit immense quantities of spawn of which much is inevitably lost when the water recedes. The choice of spawning grounds appears to be most erratic, as tributaries, which present every apparent favourable feature are passed by, and others uniformly chosen which possess no superior advantage, so far as can be judged. Some shad fishermen assert the same erratic choice in the selection of the spawning sites in the rivers frequented by the shad. Thus one fisherman quoted in *American Angler*, July, 1897, declared that on the eastern side of the Delaware River, at Marcus Hook and Tinicum, he always caught fine, large shad, that were full of solid roe, while directly opposite on the western side, the shad were not in such fine condition, and seemed to be in a spawning state; that is, the spawn of the female and the milt of the male oozed constantly from the fish.

The western bottom of the river is rocky and sandy, and the inference drawn by the old netter is that the shad spawns on these rocks in the latter part of May and the early days of June. He insists that he has seen the male fish following the female among these rocks in the same manner which they use in spawning in the upper tributaries of the Delaware River.

The most reliable source of supply for shad spawn is on the natural spawning grounds. There the fish become active towards evening, and crowd together about twilight on calm nights in late May and early June, where they can be seined and the spawn and milt taken by the usual process. More than the usual delicacy in handling, and care in collecting must be exercised or the fragile eggs will be damaged. Professors Jordan and Evermann in a recent popular work (*American Food and Game Fishes*) speak of the shad's eggs as 'very small, semi-buoyant, and usually requiring six to ten days hatching,' but as I have pointed out that while the eggs are very translucent and of extreme delicacy they are really comparatively large, being in fact only one quarter less in diameter than the eggs of the speckled trout, and they readily hatch in June in two and a half to three days, though Mr. Cheney found that they hatch in three to nine days being spring spawning fish. It is essential that scales, blood, mucus, &c., be not allowed to fall into the buckets or dishes into which the eggs are spawned. They have sufficient buoyancy to dance about in the water if only slightly agitated, and in perfectly still water they are barely heavy enough to sink. They appear to be midway between the buoyant floating eggs of marine fishes such as the cod, haddock, and mackerel, and the heavy demersal ova of the herring, salmon, trout, &c. Perfectly clean fresh water must be used lest particles of mud cling to the slightly adhesive newly spawned eggs. The hatching is carried out either in the usual cylindrical hatchery jars, with the flow of water so arranged as to keep them in motion, or they may be placed in flat boxes with small perforations in the bottom, and placed at an angle so as to secure a flow of water from the bottom; but only sufficiently strong to secure their constant movement and aeration. The first successful shad hatching box or floating tray was devised by that ever-to-be-remembered pioneer in western fish-culture, the late Seith Green. Mr. Livingston Stone has told us how, when he visited Green at Holyoke in 1867 he found him tackling the difficult problem of hatching shad eggs. His attempts had been a failure. 'The peculiar character of the eggs, and the peculiar treatment required for them had baffled for a time even his keen-sighted genius and he had in despair almost decided to give it up and return home.' He persevered, however, and invented the gauzed covered box. 'It was a pleasant thing' Mr. Stone has told us, 'to see the change in Green's spirits that came with his first success in hatching shad. It seemed a little thing—nothing but some little delicate living embryos appearing in the frail eggs that he was working over.' Mr. Lyman described the arrangement, whereby Green continued that the box should float 'with one end tilted up, and the current striking the gauze bottom at an angle, is deflected upwards, and makes such a boiling within



as keeps the light shad eggs constantly free and buoyed up. The result was a triumph. Out of 10,000 ova placed in this contrivance, all but seven hatched. In spite of delays, and of the imperfect means at hand for taking the fish, Green succeeded in hatching and setting free in the river many millions of these tiny fry.' The small wriggling larval that bursts out of the egg in 60 to 180 hours, is like all the young of the herring family, indescribably delicate. It is about one-third of an inch long or less than half the length of a salmon, just hatched, and has all the frail characteristics of the clupeidae to which the shad belongs.

In proceeding to take and handle shad eggs much more care should be exercised than is ordinarily taken with stout and large eggs, such as those of the salmon and trout. Rough usage at once ruptures them, and dirt, blood, mucus scales, can be with difficulty cleared from them, if allowed to mingle in any way with the ova. Hence the following procedure should be adopted. Wide shallow vessels must be provided certain of them to be used for spawning fish into, while others are ready partially filled with clean water, and into them the clean eggs can be gently poured, after standing for a while.

The fish require to be taken about twilight, just before darkness comes on, as they are then crowding on the shallow spawning beds, many miles up the river, though usually not above tide head. The water in which they spawn is purely fresh water not saline and by hauling a long seine over the beds, sufficient specimens of both sexes may be secured. When captured in the day time, or not on the spawning beds, it is usually the case that all the females and no males can be obtained, or vice versa.

The eggs are so delicate and small ( $\frac{1}{4}$  or  $\frac{1}{8}$  in diameter) and run freely so that the females must be handled slowly and carefully. Roughly handled or jerked, the eggs will suddenly be voided, and most or all of them lost. The dry method must be adopted, each female being gently pressed and the eggs allowed to stream into a dish, just before rinsed out with clean water. The male is then treated in the same way; but it is frequently necessary to kill the male, and remove the testis. Holding the ripe soft testis in the hand, gently squeeze the milky fluid over the eggs and gently stir with the finger. Ripe male shad often do not run freely, *i.e.* the milt is frequently retained. On the other hand when the males are actually on the spawning beds congregating with the other sex, there is found no difficulty as a rule in fertilizing all the eggs. Shad rarely survive artificial spawning and it is useless to return them to the river. The eggs are so light that they must be transferred to large wide vessels, full of clean water, after being washed, so as to remove surplus milt, etc. When thus conveyed in large vessels, with abundant water, they freely roll and dance about, without clogging together and choking. The usual cylindrical glass-jars can be used for incubation and it is best to put as small a quantity as convenient in each jar—say  $\frac{1}{10}$ th filled, and allow a gentle current to flow. The current rising will keep them in motion: but, if too strong, many eggs will be driven up and escape from the outlet of the jar. In warm weather shad eggs hatch in 2 or 3 days: but it is better to incubate them more slowly and delay the hatching for 6 or 7 days. The delicate riggling fry require careful and judicious planting on sandy or pebbly flats where the river is not too strong. In nature the eggs are hatched in strong rippling water, but the young fry are soon carried down to gentler shallows. I have repeatedly obtained very young larva shad on fine gravelly or clean sandy shallows, below the spawning beds of the shad. The fish, as already shown, are of rapid growth, reaching a length 2 inch or  $2\frac{1}{2}$  inch in as many months, and some actually measuring  $4\frac{1}{2}$  to 5 inches in their fifth or sixth month, when they are found in tidal waters, moving out into the sea, and associating with the schools of half grown herring.

## APPENDIX No. I.

## EXPENDITURE AND REVENUE.

The total expenditure for all Fisheries services, except Civil Government, for the fiscal year ending June 30, 1902, including Fishing Bounty, amounted to \$549,670, being within the appropriation by \$49,350.

The total net fisheries revenue, during the same period, from rents, license fees, fines and sales, including the *modus vivendi* licenses to United States vessels, amounted to \$79,169.

Service.	Expenditure.	Vote.
	\$ cts.	\$ cts.
Fisheries .....	104,880 41	105,800 00
Fish-breeding .....	79,891 85	80,000 00
Fisheries protection service .....	152,825 05	170,285 00
Fishing bounty .....	155,942 00	160,000 00
Miscellaneous expenditure .....	56,131 26	82,935 51
Total .....	549,670 57	599,020 51

The details of the above will be found in the Auditor General's report under the proper headings.

In addition to the above, the following summary shows the salaries and disbursements of fishery officers in the several provinces, together with the expenses for maintenance of the different fish-breeding establishments throughout the Dominion.

Service.	Expenditure.	Vote.
	\$ cts.	\$ cts.
Fisheries, Ontario .....	4,445 93	
" Quebec .....	6,242 58	
" New Brunswick .....	23,813 62	
" Nova Scotia .....	32,618 00	
" Prince Edward Island .....	7,814 02	
" Manitoba .....	2,624 87	
" North-west Territories .....	5,928 22	
" British Columbia .....	18,660 73	
" Yukon .....	2,066 66	
General account .....	765 78	
Total .....		104,880 41

2-3 EDWARD VII., A. 1903

This expenditure by provinces is subdivided as follows :—

## EXPENDITURE.

<i>Ontario.</i>		\$	cts.	\$	cts.
Salaries of officers.....		3,702	67		
Disbursements of officers .....		713	26		
Miscellaneous.....		30	00		
Total.....				4,445	93
<i>Quebec.</i>					
Salaries of officers.....		2,491	66		
Disbursements of officers .....		3,750	92		
Miscellaneous.....					
Total.....				6,242	58
<i>New Brunswick.</i>					
Salaries of officers.....		4,309	77		
Disbursements of officers .....		19,443	60		
Miscellaneous.....		60	25		
Total.....				23,813	62
<i>Nova Scotia.</i>					
Salaries of officers.....		8,607	38		
Disbursements of officers .....		23,927	62		
Miscellaneous.....		83	00		
Total.....				32,618	00
<i>Prince Edward Island.</i>					
Salaries of officers.....		2,025	00		
Disbursements of officers .....		5,683	52		
Miscellaneous.....		105	50		
Total.....				7,814	02
<i>Manitoba.</i>					
Salaries of officers.....		1,200	00		
Disbursements of officers .....		1,376	00		
Miscellaneous.....		48	87		
Total.....				2,624	87
<i>North-west Territories.</i>					
Salaries of officers.....		2,375	00		
Disbursements of officers .....		3,358	97		
Miscellaneous.....		194	25		
Total.....				5,928	22
<i>British Columbia.</i>					
Salaries of officers.....		2,650	00		
Disbursements of officers .....		10,032	68		
Miscellaneous .....		5,878	05		
Total.....				18,560	73
<i>Yukon.</i>					
Salaries of officers.....		1,666	66		
Disbursements of officers .....		400	00		
Total.....				2,066	66
Genera. account.....					
Grand total.....				104,880	41



SESSIONAL PAPER No. 22

## FISH-BREEDING.

Service,	Expenditure.	Amount.
	\$ cts.	\$ cts.
Fish-breeding, Ottawa hatchery.....	2,308 50	
" Newcastle ".....	3,923 16	
" Sandwich ".....	5,736 60	
" Tadoussac ".....	3,411 84	
" Gaspé ".....	15,922 06	
" Magog ".....	809 04	
" Restigouche.....	4,028 39	
" Bedford ".....	1,289 45	
" Bay View ".....	1,794 06	
" Quinté Bass Pond hatchery.....	477 05	
" Miramichi hatchery.....	3,145 45	
" St. John River hatchery.....	5,072 02	
" Fraser River ".....	5,031 64	
" Selkirk ".....	2,622 43	
" Margaree ".....	5,726 80	
" Granite Creek ".....	6,048 34	
" Skeena ".....	9,428 59	
General account.....	3,113 43	
Total.....		79,891 85

## SALARIES, ETC.

<i>Newcastle Hatchery.</i>		
Salaries.....	699 99	
Miscellaneous expenditure.....	3,223 17	
Total.....		3,923 16
<i>Sandwich Hatchery.</i>		
Salaries.....	900 00	
Miscellaneous expenditure.....	4,836 60	
Total.....		5,736 60
<i>Ottawa Hatchery.</i>		
Salaries.....	800 00	
Miscellaneous expenditure.....	1,508 50	
Total.....		2,308 50
<i>Tadoussac Hatchery.</i>		
Salaries.....	699 99	
Miscellaneous expenditure.....	2,711 85	
Total.....		3,411 84
<i>Gaspé Hatchery.</i>		
Salaries.....	440 00	
Miscellaneous expenditure.....	15,482 06	
Total.....		15,922 06
<i>Magog Hatchery.</i>		
Salaries.....	331 50	
Miscellaneous expenditure.....	477 54	
Total.....		809 04

## FISH-BREEDING—Continued.

	\$	cts.	\$	cts.
Brought forward.....			32,111	20
<i>Restigouche Hatchery.</i>				
Salaries.....	899	98		
Miscellaneous expenditure.....	3,128	41		
Total.....			4,028	39
<i>Bedford Hatchery.</i>				
Salaries.....	450	00		
Miscellaneous expenditure.....	839	45		
Total.....			1,289	45
<i>Bay View Hatchery.</i>				
Salaries.....	450	00		
Miscellaneous expenditure.....	1,354	06		
Total.....			1,794	06
<i>Miramichi Hatchery.</i>				
Salaries.....	1,000	00		
Miscellaneous expenditure.....	2,145	45		
Total.....			3,145	45
<i>St. John River Hatchery.</i>				
Salaries.....	600	00		
Miscellaneous expenditure.....	4,475	02		
Total.....			5,075	02
<i>Selkirk Hatchery.</i>				
Miscellaneous expenditure.....			2,622	43
<i>Fraser River Hatchery.</i>				
Salaries.....	500	00		
Miscellaneous expenditure.....	4,531	64		
Total.....			5,031	64
<i>Skeena.</i>				
Miscellaneous expenditure.....			9,428	59
<i>Quinte Bass Pond.</i>				
Salaries.....	125	00		
Miscellaneous expenditure.....	352	05		
Total.....			477	05
Carried forward.....			65,003	28

SESSIONAL PAPER No. 22

FISH-BREEDING—*Concluded.*

	\$	cts.	\$	cts.
Brought forward.....			65,003	28
<i>Margaree.</i>				
Salaries.....	166	66		
Miscellaneous expenditure.....	5,560	14		
Total.....			5,726	80
<i>Granite Creek.</i>				
Miscellaneous expenditure.....			6,048	34
General account.....			3,113	43
Total.....			79,891	85

## FISHERIES PROTECTION SERVICE—1901-1902.

	\$	cts.	\$	cts.
<i>Steamer 'Acadia.'</i>				
Wages of officers and men.....	8,614	24		
Provisions.....	3,876	51		
Fuel.....	2,247	97		
Repairs.....	4,693	73		
Miscellaneous.....	3,698	39		
Clothing.....	1,192	55		
Total.....			24,323	39
<i>Steamer 'La Canadienne.'</i>				
Wages of officers and men.....	7,994	67		
Provisions.....	3,178	59		
Fuel.....	3,181	49		
Repairs.....	7,605	78		
Miscellaneous expenditure.....	1,906	85		
Clothing.....	1,128	08		
Total.....			24,995	46
<i>Steamer 'Curlew.'</i>				
Wage of officers and men.....	5,504	24		
Provisions.....	1,881	18		
Fuel.....	1,851	77		
Repairs.....	1,886	32		
Miscellaneous expenditure.....	415	45		
Clothing.....	340	50		
Total.....			11,879	46
<i>Steamer 'Petrel.'</i>				
Wages of officers and men.....	6,168	55		
Provisions.....	1,957	96		
Fuel.....	1,524	31		
Repairs.....	1,068	02		
Miscellaneous expenditure.....	625	13		
Clothing.....	420	90		
Total.....			11,764	87
Carried forward.....			117,404	62



2-3 EDWARD VII., A. 1903

FISHERIES PROTECTION SERVICE—1901-1902—*Concluded.*

	\$ cts.	\$ cts.
Brought forward.....		117,404 62
<i>Steamer 'Constance.'</i>		
Wages of officers and men.....	6,415 94	
Provisions.....	2,862 20	
Fuel.....	8,134 58	
Repairs.....	3,215 90	
Miscellaneous expenditure.....	3,921 37	
Clothing.....	330 95	
Total.....		24,779 58
<i>Schooner 'Osprey.'</i>		
Wages of officers and men.....	3,697 22	
Provisions.....	2,114 87	
Fuel.....	50 10	
Repairs.....	1,734 74	
Miscellaneous expenditure.....	819 88	
Clothing.....	351 45	
Total.....		8,768 26
<i>Schooner 'Kingfisher.'</i>		
Wages of officers and men.....	3,991 45	
Provisions.....	3,051 81	
Fuel.....	60 61	
Repairs.....	2,368 41	
Miscellaneous expenditure.....	889 60	
Clothing.....	329 00	
Total.....		10,690 88
<i>'Stanley.'</i>		
Wages of officers and men.....	2,315 49	
Fuel.....	564 65	
Total.....		2,880 14
<i>'Georgia.'</i>		
Miscellaneous expenditure.....		1,410 59
<i>'Brant.'</i>		
Wages of officers and men.....	1,739 50	
Provisions.....	528 66	
Fuel.....	433 32	
Repairs.....	22 95	
Clothing.....	199 25	
Total.....		2,923 68
General account.....		11,327 30
Fisheries Intelligence Bureau.....		3,149 11
New Steamer—British Columbia.....		138,892 72
		38,711 91
		177,604 63
Less amount paid by Customs Department for steamer <i>Constance</i> .....		24,779 58
Net total.....		152,825 07

## SESSIONAL PAPER No. 22

## MISCELLANEOUS EXPENDITURE.

MISCELLANEOUS.		\$	cts.
Building fishways.....		928	12
Legal and incidental expenses.....		6,184	55
Canadian fisheries exhibit.....		1,753	82
Expenditure in connection with the distribution of fishing bounties.....		4,564	43
Surveys of oyster beds.....		6,419	26
Issuing licenses to United States fishing vessels.....		472	20
Cold storage.....		11,671	30
Balance for counsel fees—Behring Sea Commission.....		605	05
Russian seizures.....		2,936	88
Fisheries biological laboratory.....		1,482	15
J. C. Noble, compensation for seizure of tugs and gear.....		15,563	00
McCarthy, Osler, Hoskin & Creelman, professional services re. Noble case..		3,000	00
David Creed, injured seaman of the "Osprey".....		200	00
Fisheries revenue (refunds).....		50	50
Gratuities to widow J. Newman, fishery officer drowned while on duty.....	\$ 150 00		
" R. R. Hogg " " " ".....	150 00		
		300	00
		56,131	26

STATEMENT of Fisheries Revenue paid to the credit of the Receiver General of Canada,  
for the Fiscal Year ended June 30, 1902.

	\$	cts.
Ontario—rents, license fees, fines, &c.....	373	42
Quebec ".....	2,498	85
Nova Scotia ".....	6,084	65
New Brunswick ".....	11,658	34
P. E. Island ".....	1,843	45
Manitoba ".....	2,279	00
N. W. Territories ".....	950	07
British Columbia ".....	41,178	65
Yukon Territory ".....	1,130	00
Total.....	67,996	43
LESS—Refunds.....	50	50
Licenses to United States fishing vessels.....	67,945	93
Net total.....	11,223	65
	79,169	58

2-3 EDWARD VII., A. 1903

## COMPARATIVE STATEMENT of Expenditure and Revenue of the

Number.		1888-89.		1889-90.		1890-91.	
		Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ c.	\$ c.
1	Ontario.....	19,264 98	24,266 06	14,539 87	23,666 96	15,540 30	26,517 70
2	Quebec.....	12,991 63	3,380 79	9,670 94	5,409 81	10,666 98	3,642 14
3	New Brunswick.....	20,298 00	8,282 88	14,914 95	8,834 35	16,082 77	7,193 69
4	Nova Scotia.....	20,201 09	2,744 23	17,395 24	5,424 95	17,844 19	5,582 65
5	Prince Edward Island.....	3,746 69	140 00	3,113 21	302 88	3,242 25	667 00
6	Manitoba & N.W. Territories.....	2,848 16	848 00	3,604 70	794 00	3,609 03	1,234 00
7	British Columbia.....	4,333 63	6,416 00	3,634 41	11,367 50	4,220 53	12,859 02
8	Fish-breeding and fishways.....	41,315 12	352 50	39,126 91	.....	39,496 45	1,286 50
9	Fisheries Protection Service.....	69,693 82	.....	64,434 66	1,176 38	83,050 16	1,934 49
10	Miscellaneous.....	10,912 18	.....	9,313 92	.....	13,382 28	.....
	Totals.....	205,605 30	46,440 46	178,748 81	56,976 83	207,234 94	60,917 19
	Fishing bounties.....	149,990 63	.....	149,999 85	.....	165,967 22	.....
		1895-96.		1896-97.		1897-98.	
		Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ c.	\$ c.
11	General Account Fisheries.....	.....	.....	2,198 47	.....	2,389 66	.....
12	Ontario.....	24,917 48	35,681 68	21,592 40	32,814 66	19,239 34	30,574 57
13	Quebec.....	11,870 43	8,160 98	12,910 80	7,876 12	11,140 16	7,571 15
14	New Brunswick.....	20,526 56	10,696 88	21,671 92	10,110 77	17,063 58	5,317 08
15	Nova Scotia.....	23,049 41	6,180 93	23,682 33	5,239 55	21,683 91	11,511 85
16	Prince Edward Island.....	3,555 87	2,161 85	3,744 36	2,032 25	6,775 78	2,707 57
17	Manitoba.....	.....	.....	1,908 14	1,719 00	1,206 26	1,515 00
18	N. W. Territories.....	6,915 20	2,256 69	2,181 58	344 13	2,324 66	393 87
19	British Columbia.....	6,226 77	26,410 75	8,841 64	39,888 82	8,508 79	47,864 75
20	Yukon.....	.....	.....	.....	.....	.....	.....
21	Fish-breeding.....	38,050 41	.....	27,330 73	.....	28,002 32	.....
22	Fisheries Protection Service.....	102,021 72	.....	99,357 01	.....	101,807 96	.....
23	Miscellaneous.....	20,203 25	.....	62,777 30	.....	59,919 56	.....
	Totals.....	257,237 10	91,549 76	289,197 01	100,025 30	280,061 98	107,455 84
	Fishing bounties.....	163,567 99	.....	154,389 77	.....	157,504 00	.....



## SESSIONAL PAPER No. 22

Fisheries Department, from July 1, 1888, to June 30, 1902.

1891-92.		1892-93.		1893-94.		1894-95.		Number.
Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ cts.	\$ cts.	
15,155 83	25,368 90	20,116 91	30,623 09	22,634 37	28,632 82	21,938 56	33,211 60	1
10,917 36	4,742 76	11,761 34	7,471 70	11,692 82	7,211 82	12,459 34	8,836 18	2
15,707 98	6,334 83	15,721 05	7,831 53	18,522 94	8,333 24	21,370 94	11,170 36	3
18,755 86	3,357 42	19,444 22	6,782 02	20,420 81	5,296 27	23,555 38	7,075 07	4
1,835 65	166 00	2,847 60	304 10	3,078 55	980 15	3,796 58	3,312 30	5
3,593 43	1,079 00	3,932 96	1,661 68	5,331 29	926 99	6,178 71	2,458 80	6
6,158 17	8,192 48	5,490 60	40,264 00	5,283 21	25,337 90	6,218 74	23,517 25	7
43,957 74	178 00	47,322 49	.....	45,024 67	.....	39,730 93	.....	8
93,397 40	.....	106,805 39	.....	115,147 59	.....	100,207 29	.....	9
17,449 06	.....	100,602 14	.....	34,892 19	.....	24,619 86	.....	10
226,928 48	49,719 39	334,044 70	94,938 12	282,028 44	76,719 19	260,076 33	89,581 56	
156,892 25	.....	159,752 15	.....	158,794 54	.....	160,089 42	.....	
1898-99.		1899-00.		1900-01.		1901-02.		
Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	Expendi- ture.	Revenue.	
\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ c.	\$ cts.	\$ cts.	
2,632 12	.....	652 41	.....	1,117 49	.....	765 78	.....	11
11,784 22	5,830 85	3,804 94	794 12	3,819 57	717 35	4,445 93	373 42	12
11,350 27	6,287 71	5,452 41	2,543 04	7,934 03	4,738 92	6,242 58	2,498 85	13
22,922 50	10,430 08	21,659 94	12,015 27	28,452 51	10,150 40	23,813 62	11,658 34	14
25,348 11	6,668 22	27,461 91	5,494 49	35,760 39	6,595 94	32,618 00	6,084 65	15
6,832 85	2,242 24	7,364 30	2,207 12	7,934 03	1,525 30	7,814 02	1,843 45	16
1,883 37	1,537 85	1,723 59	2,028 00	2,669 74	1,103 00	2,624 87	2,279 00	17
4,065 68	150 50	3,848 25	1,522 50	6,251 39	1,222 55	5,928 22	950 07	18
8,459 47	45,801 75	13,662 17	53,195 35	17,886 36	52,960 35	18,560 73	41,178 65	19
.....	.....	.....	.....	.....	.....	2,066 66	1,130 00	20
34,522 57	.....	38,070 12	.....	68,961 40	.....	79,891 85	.....	21
106,133 27	.....	97,370 11	.....	124,211 21	.....	152,723 69	.....	22
23,207 73	.....	31,125 67	.....	27,833 79	.....	56,131 26	.....	23
427,599 16	76,949 20	411,717 35	79,799 89	332,767 07	79,013 81	393,627 21	67,996 43	
159,459 00	.....	160,000 00	.....	158,802 50	.....	155,942 00	.....	

## APPENDIX No. 2.

# FISHING BOUNTIES.

The payments made for this service are under the authority of Act 54-55 Vic., cap. 42, intituled: 'An Act to encourage the development of the sea fisheries and the building of fishing vessels,' which provides for the payment of the sum of \$160,000 annually, under regulations to be made from time to time by the Governor General in Council.

### REGULATIONS.

The regulations governing the payment of fishing bounties are as established by the following Order in Council dated 10th December, 1897:—

#### *Order in Council.*

AT THE GOVERNMENT HOUSE AT OTTAWA.

FRIDAY, the 10th day of December, 1897.

#### *Present:*

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency, in virtue of the provisions of 'The Bounty Act, 1891', 54-55 Victoria, chapter 42, and by and with the advice of the Queen's Privy Council for Canada, is pleased to order that the regulations governing the payment of fishing bounties established by order of the Governor in Council dated August 24, 1894, shall be and the same are hereby rescinded, and the following regulations substituted therefor:—

1. Resident Canadian fishermen who have been engaged in deep-sea fishing for fish other than shell-fish, salmon and shad, or fish taken in rivers, or mouths of rivers, for at least three months, and have caught not less than 2,500 pounds of sea-fish, shall be entitled to a bounty; provided always, that no bounty shall be paid to men fishing in boats measuring less than 13 feet keel, and not more than 3 men (the owner included), will be allowed as claimants in boats under 20 feet.

2. No bounty shall be paid upon fish caught in trap-nets, pound-nets and weirs, nor upon the fish caught in gill-nets fished by persons who are pursuing other occupations than fishing, and who devote merely an hour or two daily to fishing these nets but are not, as fishermen, steadily engaged in fishing.

3. Only one claim will be allowed in each season, even though the claimant may have fished in two vessels, or in a vessel and a boat, or in two boats.

4. The owners of boats measuring not less than 13 feet keel which have been engaged during a period of not less than three months in deep-sea fishing for fish other than shell-fish, salmon or shad, or fish taken in rivers or mouths of rivers, shall be entitled to a bounty on each such boat.

5. Canadian registered vessels, owned and fitted out in Canada, of 10 tons and upwards (up to 80 tons) which have been exclusively engaged during a period of not less than three months in the catch of sea-fish other than shell-fish, salmon or shad, or fish taken in rivers, or mouths of rivers, shall be entitled to a bounty to be calculated on the registered tonnage which shall be paid to the owner or owners.

6. The three months during which a vessel must have been engaged in fishing, to be entitled to bounty, shall commence on the day the vessel sails from port on her fishing voyage and end the day she returns to port from said voyage.

## SESSIONAL PAPER No. 22

7. Owners or masters of vessels intending to fish and claim bounty on their vessels must, before proceeding on a fishing voyage, procure a license from the nearest Collector of Customs or Fishery Overseer, said license to be attached to the claim when sent in for payment.

8. Dates and localities of fishing must be stated in the claim, as well as the quantity and kinds of sea-fish caught.

9. Ages of men must be given. Boys under 14 years of age are not eligible as claimants.

10. Claims must be sworn to as true and correct in all their particulars.

11. Claims must be filed on or before November 30 in each year.

12. Officers authorized to receive claims will supply the requisite blanks free of charge, and after certifying the same will transmit them to the Department of Marine and Fisheries.

13. No claim in which an error has been made by the claimant or claimants shall be amended after it has been signed and sworn to as correct.

14. Any person or persons detected making returns that are false or fraudulent in any particular will be debarred from any further participation in the bounty, and be prosecuted according to the utmost rigour of the law.

15. The amount of the bounty to be paid to fishermen and owners of boats and vessels will be fixed from time to time by the Governor in Council.

16. All vessels fishing under bounty license are required to carry a distinguishing flag, which must be shown at all times during the fishing voyage at the main-topmast head. The flag must be four feet square in equal parts of red and white, joined diagonally from corner to corner. Any case of neglect to carry out this regulation reported to the Department of Marine and Fisheries will entail the loss of the bounty, unless satisfactory reasons are given for its non-compliance.

JOHN J. MCGEE,  
Clerk of the Privy Council.

The bounty for the year 1901 was distributed on the basis authorized by the following Order in Council:—

AT THE GOVERNMENT HOUSE AT OTTAWA,  
The 25th day of January, 1902.

*Present :*

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

The Governor in Council, in virtue of the provisions of the Act 54-55 Victoria, chapter 42, intituled : "An Act to amend chapter 96 of the Revised Statutes, intituled an Act to encourage the development of the Sea Fisheries and the building of fishing vessels," is pleased to order and does hereby order that the sum of one hundred and sixty thousand dollars payable under the provisions of the said Act shall be distributed for the year 1901-1902 upon the following basis:—

Vessels : The owners of the vessels entitled to receive bounty shall be paid one dollar (\$1) per registered ton, provided, however, that the payment to the owner of any one vessel shall not exceed the sum of eighty dollars (\$80), and all vessel fishermen entitled to receive bounty, shall be paid the sum of seven dollars (\$7) each.

Boats : Fishermen engaged in fishing in boats, who shall also have complied with the regulations entitling them to receive bounty, shall be paid the sum of three dollars and fifty cents (\$3.50) each, and the owners of fishing boats shall be paid one dollar (\$1) per boat.

JOHN J. MCGEE,  
Clerk of the Privy Council.



2-3 EDWARD VII., A. 1903

There were received for the year 1901, 13,393 claims, a decrease of 378 as compared with 1900.

The number of claims paid during the year was 13,374, a decrease of 402 as compared with the previous year.

There were \$69,091.50 in bounties paid to vessels and their crews, and \$86,850.50 to boats and boat fishermen, making the total payments during the year 1901, \$155,942.

The number of vessels which received bounty during the year was 786, the total tonnage being 25,605 tons, a decrease of 16 vessels and 34 tons as compared with 1900.

Bounty was paid on 12,588 boats, and to 21,217 boat fishermen during the year, showing a decrease of 386 boats and 814 men as compared with last year.

#### DETAILED STATEMENT of Fishing Bounty Claims received and paid during the year 1901.

Province.	County.	Number of Claims received.	Number of Claims rejected.	Number of Claims paid.
Nova Scotia . . . . .	Annapolis . . . . .	126	1	125
	Antigonish . . . . .	108		108
	Cape Breton . . . . .	405	1	404
	Cumberland . . . . .	8		8
	Digby . . . . .	516	1	515
	Guysborough . . . . .	930	2	928
	Halifax . . . . .	1,515	2	1,513
	Hants . . . . .	1		1
	Inverness . . . . .	368	2	366
	King's . . . . .	61		61
	Lunenburg . . . . .	1,027	4	1,023
	Pictou . . . . .	4		* 17
	Queen's . . . . .	175	1	174
	Richmond . . . . .	776		776
	Shelburne . . . . .	692	1	691
	Victoria . . . . .	386		396
	Yarmouth . . . . .	238		238
	Totals . . . . .	7,346	15	*7,344
New Brunswick . . . . .	Charlotte . . . . .	380	1	379
	Gloucester . . . . .	344	2	342
	Kent . . . . .	58		58
	Northumberland . . . . .	4		4
	Restigouche . . . . .			
	St. John . . . . .	43		43
	Totals . . . . .	829	3	826
Prince Edward Island . . . . .	King's . . . . .	422		422
	Prince . . . . .	410	2	408
	Queen's . . . . .	109	2	107
	Totals . . . . .	941	4	937
Quebec . . . . .	Bonaventure . . . . .	824	2	822
	Gaspé . . . . .	2,569	6	2,563
	Rimouski . . . . .	55	1	54
	Saguenay . . . . .	829	1	828
	Totals . . . . .	4,277	10	4,267
	Grand totals . . . . .	13,393	32	13,374

\*NOTE.—The number of claims paid include several applications for previous years, which explains the difference between claims paid and claims received, after deducting those rejected.

## SESSIONAL PAPER No. 22

## DETAILED STATEMENT of Fishing Bounties paid to Vessels in each County for the Year 1901.

Province.	County.	Number of Vessels.	Tonnage.	Average Tonnage.	Number of Men.	Amount paid.
						\$ cts.
Nova Scotia.....	Annapolis.....	8	160	20	37	409 00
	Antigonish.....	1	10	10	2	24 00
	Cape Breton.....	14	231	16 50	60	651 00
	Cumberland.....					
	Digby.....	53	1,536	28 98	427	4,523 50
	Guysborough.....	33	686	20 78	171	1,883 00
	Halifax.....	51	1,214	23 80	287	3,223 00
	Hants.....	1	17	17	2	31 00
	Inverness.....	23	304	13 21	102	1,018 00
	King's.....	2	24	12	4	52 00
	Lunenburg.....	164	12,334	75 20	2,716	31,346 00
	Pictou.....					
	Queen's.....	7	105	15	30	315 00
	Richmond.....	51	1,368	26 82	340	3,748 00
	Shelburne.....	54	1,640	30 37	464	4,888 00
	Victoria.....	5	67	13 40	27	256 00
	Yarmouth.....	41	1,773	43 24	489	5,196 00
	Totals.....	508	21,469	42 26	5,158	57,563 50
New Brunswick.....	Charlotte.....	56	983	17 55	177	2,222 00
	Gloucester.....	179	2,121	11 84	670	6,811 00
	Kent.....					
	Northumberland.....	3	33	11	7	82 00
	Restigouche.....					
	St. John.....	4	92	23	18	218 00
	Totals.....	242	3,229	13 34	872	9,333 00
Prince Edward Island.	King's.....	15	375	25	81	942 00
	Prince.....	6	139	23 16	24	307 00
	Queen's.....	2	27	13 50	10	97 00
	Totals.....	23	541	23 95	115	1,346 00
Quebec .....	Bonaventure.....	1	26	26	3	47 00
	Gaspé.....	6	130	21 66	27	319 00
	Rimouski.....					
	Saguenay.....	6	210	35	39	483 00
	Totals.....	13	366	28 15	69	849 00
	Grand totals ...	786	25,605	32 57	6,214	69,091 50

2-3 EDWARD VII., A. 1903

DETAILED STATEMENT of Fishing Bounties paid to Boats in each County for the Year 1901, showing also total amount paid to Vessels and Boats for the Year.

Province.	County.	Number of Boats.	Number of Men.	Amount paid.	Total Bounty paid to Vessels and Boats in 1901.
				\$ cts.	\$ cts.
Nova Scotia .....	Annapolis .....	117	186	768 00	1,177 00
	Antigonish.....	107	161	670 50	694 50
	Cape Breton.....	390	710	2,875 00	3,526 00
	Cumberland .....	8	13	53 50	53 50
	Digby .....	462	833	3,377 50	7,901 00
	Guysborough .....	895	1,445	5,952 50	7,835 50
	Halifax.....	1,462	1,952	8,294 00	11,517 00
	Hants .....				31 00
	Inverness.....	343	746	2,954 00	3,972 00
	King's.....	59	91	377 50	429 50
	Lunenburg .....	859	1,000	4,360 00	35,706 00
	Pictou.....	17	21	90 50	90 50
	Queen's.....	167	266	1,098 00	1,413 00
	Richmond.....	725	1,088	4,533 00	8,281 00
	Shelburne.....	637	1,044	4,291 00	9,179 00
	Victoria.....	391	625	2,578 50	2,834 50
	Yarmouth.....	197	283	1,187 50	6,383 50
	Totals.....	6,836	10,464	43,461 00	101,024 50
New Brunswick.....	Charlotte.....	323	478	1,996 00	4,218 00
	Gloucester.....	163	369	1,454 50	8,265 50
	Kent.....	58	92	380 00	380 00
	Northumberland..	1	1	4 50	86 50
	Restigouche.....				
	St. John.....	39	61	252 50	470 50
	Totals.....	584	1,001	4,087 50	13,420 50
Prince Edward Island.....	King's.....	407	576	2,426 00	3,368 00
	Prince.....	402	928	3,650 00	3,957 00
	Queen's.....	105	231	913 50	1,010 50
	Totals.....	914	1,735	6,989 50	8,335 50
Quebec.....	Bonaventure.....	821	1,478	5,994 00	6,041 00
	Gaspé.....	2,557	5,076	20,322 00	20,641 00
	Rimouski.....	54	71	302 50	302 50
	Saguenay.....	822	1,392	5,694 00	6,177 00
	Totals.....	4,254	8,017	32,312 50	33,161 50
	Grand totals.....	12,588	21,217	86,850 50	155,942 00



SESSIONAL PAPER No. 22

## GENERAL STATISTICS.

The fishing bounty was first paid in 1882.

The payments were made each year on the following basis :—

1882, vessels \$2 per ton, one half to the owner and the other half to the crew.

Boats at the rate of \$5 per man, one-fifth to the owner and four-fifths to the men.

1883, vessels \$2 per ton, and boats \$2.50 per man, distributed as in 1882.

1884, vessels \$2 per ton, as in 1882 and 1883.

Boats from 14 to 18 feet keel.....	\$1 00
do 18 to 25 do .....	1 50
do 25 feet keel upwards.....	1 00

And boat fishermen \$3 each.

1885, 1886 and 1887, vessels \$2 per ton as in previous years. Boats measuring 13 feet keel having been admitted in 1885, the rates were :—Boats from 13 to 18 feet keel, \$1 ; from 18 to 25 feet keel, \$1.50 ; from 25 feet keel upwards, \$2, and fishermen \$3 each.

1888 vessels \$1.50 per ton, one half each to owner and crew. Boats, the same as in 1885, 1886 and 1887.

1889, 1890 and 1891, vessels \$1.50 per ton as in 1888. Boats \$1 each. Boat fishermen \$3.

1892, vessels \$3 per ton, one half each to owner and crew. Boats \$1 each. Boat fishermen \$3.

1893, vessels \$2.90 per ton, paid as formerly. Boats \$1 each. Boat fishermen \$3.

1894, vessels \$2.70 per ton, distributed as in previous years. Boats \$1 each. Boat fishermen \$3.

1895, vessels \$2.60 per ton, half each to owner and crew. Boats \$1 each. Boat fishermen \$3.

1896, vessels \$1 per ton, which was paid to the owners, and vessel fishermen \$5 each, clause 5 of the regulations having been amended accordingly. Boats \$1 each, and boat fishermen \$3.50 per man.

1897, vessels \$1 per ton, and vessel fishermen \$6 each. Boats \$1 each, and boat fishermen \$3.50 per man.

1898, vessels \$1 per ton, and vessel fishermen \$6.50 each. Boats \$1 each, and boat fishermen \$3.50 per man.

1899, vessels \$1 per ton, and vessel fishermen \$7 each. Boats \$1 each, and boat fishermen \$3.50 per man.

1900, vessels \$1 per ton, and vessel fishermen \$6.50 each. Boats \$1 each, and boat fishermen \$3.50 per man.

1901, vessels \$1 per ton, and vessel fishermen \$7 each. Boats \$1 each, and boat fishermen \$3.50 per man.

Since 1882, 16,231 vessels, totalling a tonnage of 581,632 tons, have received the bounty. The total number of vessel fishermen which received bounty is 124,550, being an average of about 7 men per vessel.

The total number of boats to which bounty was paid since 1882 is 276,965, and the number of fishermen 512,201. Average number of men per boat, 2.

The highest bounty paid per head to vessel fishermen was \$21.75 in 1893 ; the lowest 83 cents, while the highest to boat fishermen was \$4, the lowest \$2.

The general average paid per head is \$4.95.

2-3 EDWARD VII., A. 1903

COMPARATIVE STATEMENT by Provinces for the Years 1882 to 1901, inclusive, showing :—  
 (1) Total number of Fishing Bounty Claims received and paid by the Department of Marine and Fisheries.

YEAR.	NOVA SCOTIA.		NEW BRUNSWICK.		P.E. ISLAND.		QUEBEC.		TOTAL.	
	Received.	Paid.	Received.	Paid.	Received.	Paid.	Received.	Paid.	Received.	Paid.
1882.....	6,730	6,613	1,257	1,142	1,169	1,100	3,162	3,117	12,318	11,972
1883.....	7,171	7,076	1,693	1,579	1,138	1,106	3,602	3,325	13,604	13,086
1884.....	7,007	6,930	1,252	1,224	923	885	3,470	3,429	12,652	12,468
1885.....	7,646	7,599	1,609	1,588	1,117	1,025	3,943	3,912	14,315	14,124
1886.....	7,639	7,702	1,767	1,763	1,131	1,080	4,275	4,355	14,812	14,900
1887.....	8,262	8,227	1,975	1,958	1,201	1,126	4,138	4,105	15,576	15,416
1888.....	8,481	8,429	2,065	2,026	1,153	834	4,328	4,310	16,027	15,599
1889.....	8,816	8,523	2,428	2,392	1,211	1,511	4,664	4,652	17,119	17,078
1890.....	9,337	9,429	2,522	2,469	1,352	1,257	4,860	4,804	18,071	17,959
1891.....	10,242	10,063	2,831	2,084	1,482	1,446	5,108	4,913	19,663	18,506
1892.....	8,272	8,186	1,067	1,001	1,065	1,051	4,425	4,204	14,829	14,442
1893.....	7,926	7,844	967	881	1,027	1,012	4,059	3,898	13,979	13,635
1894.....	8,640	8,600	925	911	983	963	3,948	3,876	14,496	14,350
1895.....	8,835	8,825	979	975	1,009	1,025	3,904	3,955	14,727	14,780
1896.....	8,597	8,562	1,137	1,064	1,111	1,120	4,366	4,229	15,211	14,975
1897.....	8,450	8,418	1,042	991	1,175	1,171	4,180	4,149	14,847	14,729
1898.....	8,446	8,347	934	917	1,143	1,145	4,156	4,092	14,679	14,501
1899.....	7,894	7,754	849	825	1,016	947	4,134	4,102	13,893	13,628
1900.....	7,484	7,452	904	904	1,119	1,169	4,264	4,251	13,771	13,776
1901.....	7,346	7,344	829	826	941	937	4,277	4,267	13,393	13,374
Total.....	163,221	161,923	29,032	27,520	22,466	21,910	83,263	81,945	297,982	293,293

(2) NUMBER of vessels, tonnage and number of men which received Bounty in each year.

YEAR.	NOVA SCOTIA.			NEW BRUNSWICK.			P.E. ISLAND.			QUEBEC.			TOTAL.		
	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.	No. of Vessels.	Tonnage.	No. of Men.
1882....	588	22,841	5,343	120	2,171	531	15	389	74	63	2,210	538	786	27,611	6,486
1883....	700	29,788	6,238	126	2,102	496	16	450	66	62	2,236	443	904	34,576	7,243
1884....	700	29,828	6,327	139	2,289	560	16	582	92	56	1,965	382	911	34,664	7,361
1885....	629	27,709	5,897	128	2,120	496	19	597	113	55	1,791	317	831	32,217	6,823
1886....	562	25,375	5,022	145	2,628	520	32	1,071	215	52	1,730	320	791	30,804	6,077
1887....	566	24,520	4,900	154	2,889	563	38	1,677	338	54	1,883	334	812	30,969	6,135
1888....	589	26,008	5,450	150	2,545	544	37	1,245	249	51	1,842	388	827	31,640	6,631
1889....	597	27,123	5,684	153	2,590	565	35	1,274	239	48	1,729	330	833	32,716	6,818
1890....	540	23,955	4,935	133	2,129	447	32	1,002	203	34	1,182	220	739	28,268	5,805
1891....	527	22,780	4,618	124	2,051	411	27	778	155	27	924	168	705	26,533	5,352
1892....	507	22,279	4,611	108	1,683	343	30	983	139	23	803	159	668	25,748	5,252
1893....	536	23,195	4,780	210	2,922	634	27	910	151	32	952	179	805	27,979	5,744
1894....	602	24,735	5,077	238	3,189	721	21	594	114	38	1,066	178	899	29,584	6,050
1895....	603	25,018	5,184	238	3,107	764	27	769	129	39	1,262	173	907	30,156	6,250
1896....	553	23,415	4,607	250	3,337	800	23	656	114	36	1,143	144	862	28,551	5,665
1897....	507	21,323	4,829	239	3,079	816	20	490	109	24	833	116	790	25,725	5,870
1898....	505	20,868	4,840	239	3,155	859	24	561	125	16	524	77	784	25,108	5,901
1899....	519	22,538	5,323	238	3,131	885	15	373	76	17	497	78	789	26,539	5,362
1900....	525	22,474	5,352	234	2,969	890	29	737	153	14	459	76	802	26,639	6,471
1901....	508	21,469	5,158	242	3,229	872	23	541	115	13	366	69	786	25,605	6,214
Total....	11,363	487,241	104,175	3,608	53,315	12,717	506	15,679	2,969	754	25,397	4,689	16,231	581,632	124,550



## SESSIONAL PAPER No. 22

(3) NUMBER of Boats and boat fishermen which received Bounty in each year.

YEAR.	NOVA SCOTIA.		NEW BRUNSWICK.		P.E. ISLAND.		QUEBEC.		TOTAL.	
	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.	No. of Boats.	No. of Men.
1882 .....	6,043	12,130	1,024	2,530	1,087	3,070	3,071	5,716	11,225	23,446
1883 .....	6,458	13,553	1,453	3,309	1,098	3,106	3,266	6,188	12,275	26,156
1884 .....	6,257	12,669	1,086	2,505	869	2,346	3,344	6,416	11,556	23,936
1885 .....	6,970	13,396	1,460	3,254	1,006	2,606	3,857	7,485	13,293	26,741
1886 .....	7,140	13,351	1,618	3,567	1,048	2,547	4,303	7,981	14,109	27,446
1887 .....	7,662	13,997	1,804	3,994	1,088	2,711	4,051	7,550	14,605	28,252
1888 .....	7,840	14,115	1,876	4,148	797	2,141	4,259	7,852	14,772	28,256
1889 .....	7,926	14,118	2,237	5,032	1,475	3,568	4,602	8,807	16,240	31,525
1890 .....	8,886	15,738	2,324	5,242	1,192	3,024	4,766	9,241	17,168	33,245
1891 .....	9,525	16,552	1,928	4,126	1,383	3,427	4,865	9,402	17,701	33,507
1892 .....	7,679	12,307	893	1,765	1,021	2,047	4,181	7,693	13,774	23,812
1893 .....	7,308	11,748	671	1,314	985	1,962	3,866	7,245	12,830	22,269
1894 .....	7,956	12,899	661	1,281	913	1,813	3,821	7,139	13,351	23,132
1895 .....	8,222	13,106	737	1,434	998	2,141	3,916	7,877	13,873	24,558
1896 .....	8,008	12,454	814	1,553	1,095	2,126	4,189	7,688	14,106	23,821
1897 .....	7,911	12,542	752	1,351	1,151	2,147	4,125	7,572	13,939	23,612
1898 .....	7,872	12,438	678	1,237	1,121	2,199	4,076	7,627	13,747	23,501
1899 .....	7,235	11,305	587	1,027	932	1,710	4,085	7,696	12,839	21,738
1900 .....	6,927	10,645	670	1,184	1,140	2,198	4,237	8,004	12,974	22,031
1901 .....	6,836	10,464	584	1,001	914	1,735	4,254	8,017	12,588	21,217
Total .....	150,661	259,527	23,857	50,854	21,313	48,624	81,134	153,196	276,965	512,201

(4) TOTAL Number of men receiving Bounty in each year.

YEAR.	NOVA SCOTIA.	NEW BRUNSWICK.	P.E. ISLAND.	QUEBEC.	Total.
	No. of Men.	No. of Men.	No. of Men.	No. of Men.	
1882 .....	17,473	3,061	3,144	6,254	29,932
1883 .....	19,791	3,805	3,172	6,631	33,399
1884 .....	18,996	3,065	2,438	6,798	31,297
1885 .....	19,293	3,750	2,719	7,802	33,564
1886 .....	18,373	4,087	2,762	8,301	33,523
1887 .....	18,897	4,557	3,049	7,884	34,387
1888 .....	19,565	4,692	2,390	8,240	34,887
1889 .....	19,802	5,597	3,807	9,137	38,343
1890 .....	20,673	5,689	3,227	9,461	39,050
1891 .....	21,170	4,537	3,582	9,570	38,859
1892 .....	16,918	2,108	2,186	7,852	29,064
1893 .....	16,528	1,948	2,113	7,424	28,013
1894 .....	17,976	2,002	1,927	7,317	29,222
1895 .....	18,290	2,198	2,270	8,050	30,808
1896 .....	17,061	2,353	2,240	7,832	29,486
1897 .....	17,371	2,167	2,256	7,688	29,482
1898 .....	17,278	2,096	2,324	7,704	29,402
1899 .....	16,628	1,912	1,786	7,774	28,100
1900 .....	15,997	2,074	2,351	8,080	28,502
1901 .....	15,622	1,873	1,850	8,086	27,431
Total .....	363,702	63,571	51,593	157,885	636,751



2-3 EDWARD VII., A. 1903

## (5) TOTAL annual payments of Fishing Bounty.

YEAR.	Nova Scotia.	New Brunswick.	P.E. Island.	Quebec.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
1882.....	106,098 72	16,997 00	16,137 00	33,052 75	172,285 47
1883.....	89,432 50	12,395 20	8,577 14	19,940 01	130,344 85
1884.....	104,934 09	13,576 00	9,208 96	28,004 93	155,718 98
1885.....	103,999 73	15,908 25	10,166 65	31,464 76	161,539 39
1886 ..	98,789 54	17,894 57	10,935 87	33,283 61	160,903 59
1887.....	99,622 03	19,699 65	12,528 51	31,907 73	163,757 92
1888 .....	89,778 90	18,454 92	9,092 96	32,858 75	150,185 53
1889.....	90,142 51	21,026 79	13,994 53	33,362 71	158,526 54
1890 ....	91,235 64.	21,108 33	11,686 32	34,210 72	158,241 01
1891.....	92,377 42	17,235 96	12,771 30	34,507 17	156,891 85
1892.....	100,410 39	10,864 61	9,782 79	29,694 35	159,752 14
1893 .....	108,060 67	12,524 09	9,328 62	28,320 72	158,234 10
1894 .....	111,460 03	12,690 80	7,875 79	28,040 18	160,066 80
1895.....	110,765 27	12,919 32	9,285 13	30,598 27	163,567 99
1896.....	98,048 95	13,602 88	9,745 50	32,992 44	154,389 77
1897.....	102,083 50	13,454 50	9,809 00	32,157 00	157,504 00
1898 .....	103,730 00	13,746 00	10,188 00	31,795 00	159,459 00
1899 ..	106,598 50	13,514 50	7,822 00	32,065 00	160,000 00
1900.....	101,448 00	13,562 50	10,589 00	33,203 00	158,802 50
1901.....	101,024 50	13,420 50	8,335 50	33,161 50	155,942 00
Total.....	2,019,040 89	304,596 37	207,855 57	624,620 60	3,156,113 43

## SESSIONAL PAPER No. 22

LIST of Vessels which received Fishing Bounty for the Year 1901.

## PROVINCE OF NOVA SCOTIA.

## ANNAPOLIS COUNTY.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	Number of Crew paid.	Amount of Bounty paid.
							\$ cts.
88396	Brant.....	Windsor.....	12	Amos B. Lewis.....	Port Lorne.....	4	40 00
107478	Jessie C.....	Digby.....	10	Lewis Labean.....	".....	2	24 00
83461	Josie L. Day....	".....	16	Albert Coates.....	Hillsburn.....	3	37 00
85534	Lloyd.....	Yarmouth.....	23	W. H. Anderson.....	Annapolis.....	9	86 00
94732	Only Son.....	Windsor.....	13	James D. Aldred....	Margaretville...	3	34 00
83253	Rescue.....	Annapolis.....	17	Josiah Burrell.....	Clementsport....	5	52 00
100539	Rowena.....	Digby.....	10	John Peters.....	Litchfield.....	3	31 00
107293	S. C. H. ....	Annapolis.....	49	John S. Hayden....	Victoria Beach..	8	105 00

## ANTIGONISH COUNTY.

90642	Komaroff.....	Yarmouth.....	10	John Brow.....	H'b'r au Bouche.	2	24 00
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## CAPE BRETON COUNTY.

100389	Annie F.....	Sydney.....	13	John Farrell.....	Main à Dieu....	3	34 00
100372	Betsy Jane.....	".....	11	Samuel Moore.....	Little Bras d'Or.	4	39 00
85381	Champion.....	".....	19	John Williams.....	Louisburg.....	4	47 00
100383	Florence L.....	".....	10	Vital Arsenault....	Little Bras d'Or.	4	38 00
85382	G. H. Marryatt...	Halifax.....	24	Ambrose Allen.....	North Sydney....	1	31 00
100381	Katie B.....	Sydney.....	24	John H. Burke.....	Little Lorraine..	7	73 00
103458	K. McKenzie.....	Arichat.....	17	John Peach.....	Port Morien....	6	59 00
107374	Leah Hardy.....	Sydney.....	20	Wm. McDonald.....	Gabarus.....	5	55 00
88463	Maria.....	Arichat.....	14	Henry MacDonald...	Little Glace Bay	4	42 00
107358	Olive A.....	Sydney.....	19	Robert B. Spencer...	Port Morien....	2	33 00
107360	Ovando.....	".....	11	Patrick Campbell...	Main à Dieu.....	4	39 00
100566	Rob S.....	Halifax.....	21	Lewis Dickson.....	Louisburg.....	5	56 00
107376	Rozzie.....	Sydney.....	17	Joseph Degaut.....	Little Bras d'Or.	7	66 00
107358	Victoria.....	".....	11	Theodore Martell...	Little Glace Bay	4	39 00

## DIGBY COUNTY.

83431	Acadian.....	Weymouth.....	32	Edwin Haynes.....	Freeport.....	10	102 00
107476	Addie B.....	Digby.....	13	Charles Bailey Sr..	Westport.....	5	48 00
111528	Alert.....	".....	11	Stephen A. Doucette..	Mavillette.....	4	39 00
88598	Alph. B. Parker..	St. John.....	47	Holland Outhouse...	Tiverton.....	13	133 00
111524	Annie Laurie*...	Digby.....	10	Stephen Perry.....	Freeport.....	3	29 50
111524	Annie Laurie.....	".....	10	".....	".....	3	31 00
90655	Annina.....	Yarmouth.....	12	Benjamin Thurber...	".....	6	54 00
94698	Carrie H.....	Digby.....	20	James Gower.....	Westport.....	5	55 00
74331	Condor.....	".....	11	Howard Titus.....	".....	6	53 00
103181	Curlew.....	".....	63	Joseph F. Milbury..	Digby.....	12	147 00
107112	Daisy Linden....	".....	80	D. & O. Sproul.....	".....	18	206 00
77740	Elmer.....	".....	15	John W. Snow.....	".....	3	36 00
103749	Emerald.....	".....	29	John H. Syda.....	".....	7	78 00
107604	Emma D.....	Weymouth.....	20	Frank S. Doucette...	Cape St. Mary..	7	69 00
107475	Ethel May.....	Digby.....	16	R. E. Hudson.....	Digby.....	2	30 00
75757	Etta.....	Yarmouth.....	17	Clarence Webber....	Westport.....	3	38 00
111527	Etta H.....	Digby.....	10	Edward Welch.....	".....	4	38 00
94707	Ernest F. Norwood.	".....	79	Joseph E. Snow.....	Digby.....	7	128 00

\*For 1900.

2-3 EDWARD VII., A. 1903

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*DIGBY COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew Paid.	Amount of Bounty paid.
							¢ cts.
74329	Fairy Queen....	Yarmouth....	13	Wallace Coggins....	Westport....	6	55 00
100891	Fleur de Lis....	Weymouth....	17	Charles W. Pyne....	Beaver River....	5	52 00
80798	Freddie G....	Digby....	18	George Gower....	Westport....	8	74 00
100315	Freddie A....	Yarmouth....	10	Norman Gregory....	Digby....	3	31 00
77963	Freeman Colgate....	St. Stephen....	26	Thomas Hicks....	Westport....	10	96 00
90436	Genesta....	Barrington....	32	George Denton....	"....	16	144 00
94835	Georgie Linwood....	Digby....	25	Herbert Johnson....	Digby....	7	74 00
107480	Hattie & Eva....	Digby....	11	Edwin Hains....	Freeport....	4	39 00
100544	Helen Maud....	"....	26	Charles McDormand....	Westport....	8	82 00
111530	Island Girl....	"....	10	Eddie S. Doucette....	Cape St. Mary....	3	31 00
100064	Isma....	St. John....	31	Stewart Hicks....	Westport....	10	101 00
111525	James W. Cousins....	Digby....	80	Joseph F. Milbury....	Digby....	23	241 00
77957	Kedron....	Annapolis....	22	John W. Snow....	"....	3	43 00
88407	Linnett....	Digby....	15	William Frost....	Whale Cove....	5	50 00
100487	Mabel B....	"....	57	Charles Finigan....	Freeport....	14	155 00
107605	Mabel M....	Weymouth....	20	Leazine Boudreau....	Mavillette....	5	55 00
107479	Marguerite....	Digby....	24	D. & O. Sproule....	Digby....	6	66 00
88583	Mary O'Dell....	Yarmouth....	14	John T. Therrio....	Meteghan....	6	56 00
103184	Mayflower....	Shelburne....	26	Calvin Stevens....	Freeport....	8	82 00
107477	Maudie Ellen....	Digby....	14	D. & O. Sproul....	Digby....	5	49 00
100574	Melrose....	Lunenburg....	71	Aug. J. Haycock....	Westport....	15	176 00
111831	Mildred K....	Digby....	35	Edward Keans....	Digby....	6	77 00
100895	New Home....	Weymouth....	31	Moses Thibodeau....	Church Point....	12	115 00
94825	On Time....	"....	19	Turner Guthrie....	Whale Cove....	7	68 00
111471	Quickstep....	Arichat....	80	D. & O. Sproul....	Digby....	20	220 00
111834	Rosan....	Digby....	11	Frank J. Doucette....	Cape St. Mary....	4	39 00
111835	Roxana....	"....	11	Thomas Pugh....	Westport....	4	39 00
85558	S. A. Crowell....	Yarmouth....	23	Wallace Gower....	"....	8	79 00
111529	Spray....	Digby....	12	Benj. Taylor....	Smith's Cove....	2	26 00
100609	Swan....	Shelburne....	56	Milton Hains....	Freeport....	14	154 00
94694	Utah and Eunice....	Digby....	33	"....	"....	9	96 00
103711	Venite....	Yarmouth....	16	Jesse Ellis....	Mavillette....	5	51 00
94832	Venus....	St. Andrews....	42	Edwin Hains....	Freeport....	14	140 00
103704	Whisper....	Yarmouth....	31	Wm. McGrath....	Digby....	7	80 00
100543	W. Parnell O'Hara....	Digby....	79	Edgar Post....	"....	18	205 00

## GUYSBORO' COUNTY.

100839	Acalia....	Lunenburg....	34	John Cousins....	Canso....	8	90 00
90866	Alice....	Halifax....	12	Simeon Baker....	Liscomb....	3	33 00
107992	Alice J. Davis....	Canso....	20	Edward Hearn....	Canso....	8	76 00
90426	Amanda....	Barrington....	38	F. H. Hawes....	"....	8	94 00
100813	Blanche....	"....	24	Charles G. Riley....	West Liscomb....	3	45 00
96923	Cardigan....	Charlottetown....	37	Joseph Fougère....	Larry's River....	7	86 00
103321	Christie Campbell....	Port Hawk'bury....	55	Thos. H. Peeples....	Mulgrave....	4	83 00
38418	Dolphin....	Arichat....	36	W. S. Peart....	Guysboro....	2	50 00
103328	Ella May....	Port Hawk'bury....	34	James P. Carr....	Steep Creek....	5	69 00
80994	Esperance....	Guysboro'....	10	Frederick Myers....	Cole Harbour....	2	24 00
107993	Florence May....	Canso....	11	W. G. Matthews....	Canso....	5	46 00
83180	Friend....	Halifax....	17	Edward Munroe....	White Head....	7	66 00
107997	Gertie Bell....	Canso....	15	William Digdon....	"....	5	50 00
94963	Golden Seal....	Halifax....	32	Edward B. Pelrine....	Larry's River....	5	67 00
107996	Green Linnet....	Canso....	12	John G. Jones....	Cook's Cove....	4	40 00
100815	Happy Home....	Barrington....	10	Samuel Snow....	Up. White Head....	5	45 00
100835	Lottie B....	Lunenburg....	12	Thomas Boudrot....	Dover....	5	47 00
107995	Maggie M. F....	Canso....	15	James Fitzgerald....	Queensport....	5	50 00
103859	Mary May....	Halifax....	23	Ben David....	Port Felix....	5	58 00
100446	Minnie May....	Canso....	12	Wm. L. Dort....	Sandy Cove....	5	47 00
100450	Minto....	"....	18	Wm. O'Hara....	Canso....	6	60 00
107998	Money Bush....	"....	15	Thomas Richard....	Port Felix....	7	64 00



## SESSIONAL PAPER No. 22

## LIST of Vessels which received Fishing Bounty, &amp;c.—Nova Scotia—Con.

## GUYSBORO COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew Paid.	Amount of Bounty Paid.
							\$ cts.
108323	Nita.....	Port Hawk'bury	22	Lewis Maguire.....	Mulgrave.....	2	36 00
80970	Orion.....	Halifax.....	23	Edward B. Pelrine.....	Larry's River.....	4	51 00
100241	Pansy.....	".....	32	George Pace.....	Marie Joseph.....	7	81 00
100231	Pearl.....	".....	17	Martin Meagher.....	Canso.....	3	38 00
92663	Prince Edward.....	Ottawa.....	18	Daniel Casey.....	Raspberry.....	5	53 00
107318	St. Stephen.....	Halifax.....	19	Vincent Pelrine.....	Port Felix.....	4	47 00
100444	Stella May.....	Canso.....	12	James Meagher.....	Canso.....	6	54 00
100448	Surprise.....	".....	15	John J. Meagher.....	".....	6	57 00
103199	Trilby.....	".....	12	Edward Flaherty.....	".....	5	47 00
107994	True Love.....	".....	10	David Walsh.....	".....	3	31 00
107991	Two Brothers.....	".....	14	Frederick Jellow.....	Port Felix.....	5	49 00

## HALIFAX COUNTY.

108507	Annie.....	Halifax.....	16	Charles Covey.....	Indian Harbour.....	3	37 00
103858	B. and B. Holland.....	".....	26	Richard Holland.....	Duncan's Cove.....	8	82 00
94662	Bessie Florence.....	".....	12	Charles W. Twohig.....	Pennant.....	4	40 00
90496	Black Prince.....	".....	18	George Julien.....	W. Chezzetcook.....	3	39 00
103537	Bonacord.....	".....	12	James W. Smith.....	Sambro.....	2	26 00
94643	Carrie M. C.....	Lunenburg.....	39	Simeon Coolen.....	Hubbard's Cove.....	7	88 00
100819	David James.....	Halifax.....	27	John C. Martin.....	Ketch Harbour.....	11	104 00
103852	Dawn.....	".....	13	James Parker.....	Owl's Head.....	2	27 00
59484	Dayspring.....	".....	36	George L. Baker.....	Jeddore.....	9	99 00
90481	Ella D.....	".....	32	Archibald Darrach, sr.....	Herring Cove.....	8	88 00
90726	Ellen Maud.....	".....	16	Arthur K. Whiston.....	Halifax.....	5	51 00
103492	Emily L.....	Lunenburg.....	10	John F. Ryan.....	".....	3	31 00
107320	Eva Gertrude.....	Halifax.....	34	Andrew Sullivan.....	Herring Cove.....	10	104 00
92564	Evangeline.....	".....	23	Lewis Murphy.....	E. Ship Harbour.....	2	37 00
100247	Fairy Queen.....	".....	11	George H. Nickerson.....	Pennant.....	3	32 00
100259	Florence G.....	".....	15	Caleb Gray.....	Sambro.....	5	50 00
85644	Flora.....	".....	42	Simeon Boutilier.....	French Village.....	9	105 00
107330	Gertie M. Starr.....	".....	16	Wm. Murphy.....	Halifax.....	3	37 00
97088	Glenale.....	Lunenburg.....	39	Chas. Nieforth et al.....	Seaforth.....	11	116 00
107319	Globe.....	Halifax.....	32	Charles W. Hart.....	Sambro.....	10	102 00
100228	Golden Dawn.....	".....	46	George J. Conrod.....	E. Chezzetcook.....	9	109 00
103544	Grace D.....	".....	10	James Marryatt.....	Pennant.....	3	31 00
88220	Grandee.....	".....	14	Jeremiah Slaunwhite.....	Terence Bay.....	3	35 00
103174	Iona.....	".....	15	Leander Hubley.....	Indian Harbour.....	5	50 00
107983	John J. Hayes.....	".....	56	Edward Hayes.....	Herring Cove.....	14	154 00
100216	Katie M.....	".....	11	Charles Nelson.....	Halifax.....	3	32 00
103812	Laura.....	P. Hawkesbury.....	13	Thomas Hooper et al.....	Tangier.....	3	34 00
94665	Louis Luby.....	".....	41	Martin Julien et al.....	W. Chezzetcook.....	15	146 00
107654	Lottie May.....	Lunenburg.....	40	George Schnare.....	Pennant.....	6	82 00
100580	Maggie E. C.....	Halifax.....	20	David F. Covey.....	Hagget's Cove.....	7	69 00
96805	Maggie May.....	".....	62	Daniel Fillis et al.....	W. Chezzetcook.....	8	118 00
100227	May.....	".....	10	Edward Little.....	Terence Bay.....	3	31 00
100254	Myrtle M. Gray.....	".....	19	James Gray.....	Pennant.....	7	68 00
85665	Nellie D.....	".....	12	James Crooks.....	Halifax.....	3	33 00
94667	Nettie M. G.....	".....	32	Matthew Lynch.....	Ferguson's Cove.....	5	67 00
103539	Neva.....	".....	11	Ephraim Marryatt.....	Pennant.....	4	39 00
92571	Primrose.....	".....	14	Angus Gray.....	".....	5	49 00
94677	Progress.....	".....	14	David Richardson.....	Ship Harbour.....	3	35 00
100474	R. Beatrice.....	".....	19	James Morash.....	West Dover.....	5	54 00
96806	Rising Sun.....	".....	28	Richard Christian.....	Prospect.....	6	70 00
69082	Saint Agnes.....	".....	38	Ebenezer Homans.....	Clam Harbour.....	3	59 00
100218	Sarah M. W.....	".....	14	D. M. Slaunwhite, et al.....	Terence Bay.....	5	49 00
100255	Sea Flea.....	".....	12	James Stevens.....	Owl's Head.....	4	40 00
107327	Sir Wilfrid.....	".....	18	Charles Fader.....	Hd. Margarets B.....	6	60 00
75833	Twilight.....	".....	14	Ainsley Hubley.....	Boutilier's Cove.....	6	56 00
103869	Uganda.....	".....	14	J. B. Stoddard.....	Ship Harbour.....	3	35 00

2-3 EDWARD VII., A. 1903

List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*HALIFAX COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew Paid.	Amount of Bounty Paid. \$ cts.
96781	Venture.....	Halifax.....	43	Edward V. Dempsey..	Herring Cove...	7	92 00
100260	Violet.....	".....	12	James H. Smith.....	Sambro.....	3	33 00
92578	Willetta.....	".....	12	Joseph Gray.....	".....	4	40 00
100226	Willie H. Crosby...	".....	65	James Julien et al....	W. Chezzetcook.	6	107 00
55378	Zephir.....	".....	16	Robert J. Slaunwhite..	Terence Bay....	5	51 00

## HANTS COUNTY.

75614	Fawn.....	Digby.....	17	Henry E. Ogilvie....	Summerville.....	2	31 00
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## INVERNESS COUNTY.

96778	Campania.....	Pt. Hawkesbury	11	C. Robin, Collas & Co.	Eastern Harbour	4	39 00
103313	Catherine.....	".....	10	Severin Chiasson, et al.	".....	4	38 00
96825	Cecelia W.....	Halifax.....	41	David Walker.....	Pt. Hawkesbury	6	83 00
83244	Claribel.....	Charlottetown..	19	Frederick Doucet.....	Eastern Harbour	5	54 00
103325	Elizabeth Ann....	Pt. Hawkesbury	11	David Bourgeois.....	".....	4	39 00
103542	Emma Brow.....	Halifax.....	17	Simeon Bellfontaine..	".....	5	52 00
96774	Florence.....	Pt. Hawkesbury	11	".....	".....	4	39 00
103317	Flying Star....	".....	11	".....	".....	4	39 00
103316	Laura.....	".....	10	Ubaldo Bourgeois.....	".....	4	38 00
103315	Lillie.....	".....	12	Peter Fiset.....	".....	4	40 00
96775	Louise.....	".....	11	Sim. Bellfontaine, et al.	".....	4	39 00
103330	Lucy.....	".....	11	Theophile Maillet.....	Little River....	5	46 00
96779	Majestic.....	".....	12	C. Robin, Collas & Co.	Eastern Harbour	4	40 00
96771	Marie.....	".....	10	John Roach.....	".....	4	38 00
96777	Marie Joseph....	".....	11	Victor Roach.....	Cheticamp Pt....	5	46 00
103314	Mary.....	".....	10	Peter Fiset.....	Eastern Harbour	4	38 00
96769	Mary Lambert....	".....	11	Luke C. Chiasson.....	Little River....	5	46 00
69125	May Flower.....	Halifax.....	20	Hyacinthe Chiasson...	".....	7	69 00
103326	Mizpah.....	Pt. Hawkesbury	10	George Lebrun.....	Eastern Harbour	4	38 00
96770	O. L. B.....	".....	12	David Chiasson.....	Grand Etang....	4	40 00
103329	Saint Helier.....	".....	12	C. Robin, Collas & Co.	Eastern Harbour	4	40 00
96773	Virgin.....	".....	10	Michael Ramard.....	".....	4	38 00
96776	Willie B.....	".....	11	John F. Roach.....	Point Cross.....	4	39 00

## KING'S COUNTY.

83261	Economist.....	Digby.....	14	Jesse Parker.....	Hall's Harbour..	2	28 00
42089	Lily.....	St. Andrews....	10	Hantford Rawding...	Canada Creek...	2	24 00

## LUNENBURG COUNTY.

111641	Aguadilla.....	Lunenburg.....	80	Freeman Anderson...	Lunenburg.....	18	206 00
107953	Ahava.....	".....	80	Wm. C. Smith.....	".....	17	199 00
100846	Albatross.....	".....	26	Thomas Backman....	".....	6	68 00
107657	Alcaen.....	".....	80	Alex Knickle.....	".....	17	199 00
107644	Albertha.....	".....	80	Amiel Corkuan.....	Middle La Have	17	199 00
100489	Algoma.....	".....	56	Jeffery Publicover...	Getson's Cove...	14	154 00
111647	Alhambra.....	".....	80	Thomas Hamm.....	Lunenburg.....	14	199 00
107124	Alma Nelson.....	".....	80	J. William Young....	".....	20	220 00
107955	Annie C. Hall....	".....	74	Adam Selig.....	Vogler's Cove...	18	200 00
100472	Arcana.....	".....	80	Alex. Knickle.....	Lunenburg.....	15	185 00
103495	Athlon.....	".....	80	Wm. C. Smith.....	".....	17	199 00
100170	Atlanta.....	".....	80	Freeman Anderson...	".....	17	199 00



## SESSIONAL PAPER No. 22

List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*LUNENBURG COUNTY—*Continued.*

Office Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty Paid.
							\$ cts.
103745	Avis.....	Lunenburg.....	80	A. V. Conrad.....	Park's Creek....	18	206 00
111412	Baden-Powell.....	".....	80	Jessen Anderson.....	Lunenburg.....	19	213 00
103501	Barcelona.....	".....	80	John M. Ritcey.....	Ritcey's Cove....	18	206 00
103755	Basil M. Geldert..	".....	80	Robert Geldert.....	Lunenburg.....	17	199 00
107130	Beatrice L. Corkum	".....	80	Wm. C. Smith.....	".....	17	199 00
103503	B. G. Anderson.....	".....	80	Thomas Hamm.....	".....	17	199 00
100838	Blanche A. Colp...	".....	80	C. U. Mader.....	Mahone Bay.....	17	199 00
94782	Bona Fides.....	".....	80	J. Joseph Rudolf....	Lunenburg.....	17	199 00
96828	Bonanza.....	".....	80	Henry W. Adams.....	".....	15	185 00
100848	Britannia.....	".....	59	Gabriel Moser.....	Middle La Have..	14	157 00
100571	Britannia.....	".....	80	Charles Smith.....	Lunenburg.....	17	199 00
103429	Cambrian.....	".....	60	Dean Fralick.....	Pleasantville....	15	165 00
103502	Carltraine.....	".....	80	Alvin Himmelman....	Rose Bay.....	17	199 00
100579	Citizen.....	".....	80	Murdoch McGregor..	Ritcey's Cove....	17	199 00
111415	Clara.....	".....	80	Abraham Ernst.....	Mahone Bay.....	20	220 00
103415	Clarence Smith...	".....	80	Wm. C. Smith.....	Lunenburg.....	17	199 00
107122	Collector.....	".....	80	W. N. Reinhardt....	La Have.....	17	199 00
111702	Colonia.....	".....	80	Davis Westhaver....	Lunenburg.....	19	213 00
103759	Columbia.....	".....	80	J. Alex. Silver.....	".....	17	199 00
100834	Comrade.....	".....	80	W. N. Reinhardt....	La Have.....	17	199 00
107966	Companion.....	".....	80	Jeffery Publicover...	Getson's Cove....	22	234 00
111650	Concord.....	".....	70	James Getson.....	Getson's Point... 18	205 00	
111708	Crofton McLeod...	".....	80	John W. McLean.....	Mahone Bay.....	17	199 00
100159	C. U. Mader.....	".....	80	C. U. Mader.....	".....	17	199 00
111637	Cyril.....	".....	80	Thomas A. Wilson...	Bridgewater.....	17	199 00
88355	D. A. Mader.....	".....	80	C. U. Mader.....	Mahone Bay.....	13	171 00
111405	Deeta M.....	".....	80	John McLean.....	".....	16	192 00
111711	Defender.....	".....	80	Alex. Knickle.....	Lunenburg.....	20	220 00
90855	Delta.....	".....	25	E. Fenwick Zwicker..	".....	8	81 00
111710	Demering.....	".....	80	Jessen Anderson.....	".....	18	206 00
97089	Dictator.....	".....	80	S. Watson Oxner.....	".....	17	199 00
90834	Diego.....	Port Medway...	27	Harris Conrad.....	Vogler's Cove... 8	83 00	
107649	D. M. Owen.....	Lunenburg.....	72	J. Norman Rafuse...	Conquerall Bank 15	177 00	
107936	Dove.....	".....	80	Wm. C. Acker.....	Lunenburg.....	17	199 00
83308	Ella.....	Liverpool.....	10	James C. Hanson.....	Mahone Bay.....	1	17 00
107127	Ellen L. Maxner...	Lunenburg.....	80	Henry W. Adams.....	Lunenburg.....	17	199 00
103424	Elva M.....	".....	80	C. U. Mader.....	Mahone Bay.....	17	199 00
107123	Emulator.....	".....	80	John M. Ritcey.....	Ritcey's Cove....	17	199 00
100151	Erminie.....	".....	80	E. Fenwick Zwicker..	Lunenburg.....	17	199 00
103429	Fern.....	".....	70	Edmen Walters.....	Middle La Have.. 15	175 00	
103743	Flo. F. Mader.....	".....	80	C. U. Mader.....	Mahone Bay.....	18	206 00
111406	Flora W. Sperry...	".....	80	John D. Sperry.....	Petite Rivière... 17	199 00	
111401	Frances Willard...	".....	80	Wm. C. Smith.....	Lunenburg.....	17	199 00
103753	Gladys B. Smith...	".....	80	Benj. C. Smith.....	".....	20	220 00
103752	Glyndon.....	".....	80	Benj. Wentzel.....	Ritcey's Cove....	17	199 00
100850	Grace.....	".....	80	Daniel Getson.....	Getson's Point... 17	193 00	
107289	G. S. Troop.....	".....	80	L. B. Currie.....	La Have.....	17	199 00
107958	Guardian.....	".....	80	Reuben Ritcey.....	Ritcey's Cove....	18	206 00
111703	Harold.....	".....	80	Abraham Ernst.....	Mahone Bay.....	18	206 00
107119	Harold J. Parks...	".....	80	L. B. Currie.....	La Have.....	18	206 00
107951	Harry Lewis.....	".....	80	Wm. C. Smith.....	Lunenburg.....	19	213 00
103744	Harry Smith.....	".....	80	Henry Wilson.....	".....	18	206 00
107965	Hazel B. Mosher...	".....	72	Thomas Hamm.....	".....	15	177 00
111640	Hazel L. K.....	".....	80	Thomas Hamm.....	".....	17	199 00
107641	Hattie L. M.....	".....	80	Peter B. Zwicker.....	Mahone Bay.....	17	199 00
111418	H. H. Kitchener...	".....	80	John W. Haughn....	Middle La Have.. 18	206 00	
107659	Hilda C.....	".....	80	S. Watson Oxner.....	Lunenburg.....	19	213 00
111416	Hugh John.....	".....	80	David Ritcey.....	Ritcey's Cove....	22	234 00
107128	Huron.....	".....	80	Henry Wilson.....	Lunenburg.....	17	199 00
107956	Iona.....	".....	80	Murdoch McGregor..	Ritcey's Cove....	17	199 00
111638	Ivanhoe.....	".....	80	Thomas A. Wilson...	Bridgewater.....	18	206 00



2-3 EDWARD VII., A. 1903

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*LUNENBURG COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	Number of Crew paid.	Amount of Bounty paid.  \$ cts.
107116	Ivy.....	Lunenburg.....	12	Joshua Ernst.....	Pleasantville ...	2	26 00
96830	J. A. Silver.....	"	80	Charles L. Silver...	Lunenburg .....	17	199 00
103414	Jeanie Myrtle.....	"	80	John M. Ritcey.....	Ritcey's Cove... ..	17	199 00
103491	Jennie May.....	"	80	Martia B. Westhaver.	Lunenburg .....	15	185 00
100837	J. M. Young.....	"	80	J. William Young...	"	17	199 00
107960	J. W. Mills.....	"	76	J. W. Mills.....	Mahone Bay .....	17	195 00
107969	Kandahar.....	"	80	Wm. C. Smith.....	Lunenburg .....	17	199 00
107970	Karmoe.....	"	80	Horatio Ritcey.....	Ritcey's Cove... ..	18	206 00
111404	Kimberley.....	"	80	C. U. Mader.....	Mahone Bay .....	17	199 00
111410	Kuvera.....	"	80	James Young.....	Lunenburg .....	19	213 00
96838	La France.....	"	80	S. Watson Oxner.....	Lunenburg .....	17	199 00
111635	Latooka.....	"	80	A. V. Conrad.....	Park's Creek.....	17	199 00
94788	Laura C. Zwicker..	"	80	Joshua E. Backman..	Lunenburg .....	18	206 00
94780	Lawrence.....	"	80	Abraham Ernst.....	Mahone Bay .....	20	220 00
107126	Lena F. Oxner.....	"	80	James Geldert.....	Lunenburg .....	17	199 00
107660	Lila D. Young.....	"	80	John B. Young.....	"	17	190 00
107129	Lilla B. Hirtle.....	"	80	Benjamin Anderson..	"	19	206 00
103760	Lillian.....	"	80	Elias Richard, Sr....	Getson's Cove.....	17	199 00
107113	L. Morton.....	"	60	Adam Selig.....	Vogler's Cove.....	15	165 00
83316	Lottie.....	Port Medway.....	80	S. E. Teel.....	"	19	213 00
111634	Loyal.....	Lunenburg.....	80	Abraham Ernst.....	Mahone Bay .....	18	206 00
103420	Luetta.....	"	80	Isaac Mason.....	Lunenburg .....	18	206 00
107120	Madeira.....	"	80	Theophilus Creaser..	Ritcey's Cove... ..	18	206 00
103509	Maggie E. Z.....	"	70	Emanuel Zellers.....	Lunenburg .....	17	189 00
97100	Maggie M. W.....	"	80	Howard Wynacht.....	"	17	199 00
103425	Majestic.....	"	80	Reuben Ritcey.....	Ritcey's Cove... ..	17	199 00
111709	Mariner.....	"	80	James Wamback.....	Lunenburg .....	17	199 00
107652	Mascot.....	"	80	Charles Hewett.....	"	15	185 00
107967	May Myree.....	"	80	Wm. Richard.....	Getson's Point .....	20	220 00
100849	Merl M. Parks.....	"	80	James Wamback.....	Lunenburg .....	17	199 00
107650	Mildred.....	"	80	Abraham Ernst.....	Mahone Bay .....	18	206 00
107111	Millie Mace.....	"	80	Wm. C. Smith.....	Lunenburg .....	17	199 00
100153	Milo.....	"	80	Christian Geldert.....	"	12	164 00
111408	Mindoro.....	"	80	Isaac Zink.....	Ritcey's Cove... ..	17	199 00
103412	Minnie B.....	"	25	Wm. Selig.....	Vogler's Cove... ..	8	81 00
103757	Minnie J. Heckman	"	80	Murdoch McGregor..	Ritcey's Cove... ..	20	220 00
107952	Minnie M. Cook...	"	80	Wm. C. Smith.....	Lunenburg .....	20	220 00
107121	Minto.....	"	80	Daniel Zink.....	"	19	213 00
111701	Mizpah.....	"	80	Wm. Young.....	"	18	206 00
107961	Monitor.....	"	80	J. Joseph Rudolf.....	"	18	206 00
111645	Moran.....	"	80	Elias Richard.....	Getson's Point .....	18	206 00
103758	Muriel.....	"	80	Elias Walters.....	Lunenburg .....	14	178 00
107968	New Era.....	"	80	Howard Wynacht.....	"	19	213 00
111644	Nimrod.....	"	80	John D. Sperry.....	Petite Rivière .....	17	199 00
92636	Nonpareil.....	"	80	E. Fenwick Zwicker..	Lunenburg .....	17	199 00
88342	Nova Zembla.....	"	79	C. U. Mader.....	Mahone Bay .....	13	170 00
61916	Only Son.....	Liverpool.....	16	John Geldert.....	Lunenburg .....	5	51 00
111704	Ophir.....	Lunenburg.....	80	Edwin Eikle.....	Petite Rivière .....	17	199 00
100245	Oracle.....	Halifax.....	18	Daniel Wolfe.....	West Dublin.....	3	39 00
111639	Pacific.....	Lunenburg.....	80	J. F. Risser.....	Ritcey's Cove... ..	17	199 00
111642	Palatia.....	"	80	Charles L. Silver.....	Lunenburg .....	18	206 00
100836	Panama.....	"	80	Henry Adams.....	"	17	199 00
111414	Pearl Eveline.....	"	80	Freeman Himmelman.	"	17	199 00
111712	Peerless.....	"	80	Arthur H. Zwicker...	"	17	199 00
103747	Perfect.....	"	54	John Schmeisser.....	Middle La Have... ..	15	159 00
111417	Pilgrim.....	"	80	Thomas A. Wilson.....	Bridgewater .....	18	206 00
107655	Premier.....	"	80	James Wamback.....	Lunenburg .....	17	199 00
111402	Protector.....	"	80	Thomas A. Wilson.....	Bridgewater .....	18	206 00
111646	Quissetta.....	"	80	James A. Hirtle.....	Lunenburg .....	17	199 00
107959	Reliance.....	"	80	Artemas Zinck.....	Ritcey's Cove... ..	17	199 00
107653	Renown.....	"	80	Wm. C. Smith.....	Lunenburg .....	17	199 00

## SESSIONAL PAPER No. 22

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*LUNENBURG COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew Paid.	Amount of Bounty Paid.
111648	Riviera.....	Lunenburg.....	80	Robert Dawson.....	Bridgewater....	20	220 00
96834	Robert F. Mason..	".....	80	Wm. C. Smith.....	Lunenburg.....	17	199 00
107125	Roma.....	".....	80	Gabriel Himmelman..	Middle South....	18	206 00
100572	Rowena.....	".....	51	Wm. Schmeisser.....	Middle La Have..	14	149 00
111643	Scintilla.....	".....	80	Wm. C. Smith.....	Lunenburg.....	18	206 00
100471	Secret.....	".....	80	John B. Young.....	".....	17	199 00
107963	Shamrock.....	".....	80	Alex. Knickle.....	".....	17	199 00
111413	Sigdrifa.....	".....	13	Wm. Westhaver.....	".....	3	34 00
100165	Snow Queen.....	".....	67	Leander Meisner.....	Martin's Point..	14	165 00
111407	Strathcona.....	".....	80	Freeman Anderson....	Lunenburg.....	17	199 00
107167	St. Clair.....	".....	80	Charles Smith.....	".....	17	199 00
103500	St. Helena.....	".....	80	Howark Wynaht.....	".....	17	199 00
107648	St. Vincent.....	".....	78	Edmen Walters.....	Middle La Have..	19	211 00
103754	Talmouth.....	".....	80	F. S. Messenger.....	Petite Rivière...	17	199 00
111636	Tasmania.....	".....	80	Howard Wynaht.....	Lunenburg.....	17	199 00
111707	Tidal Wave.....	".....	75	J. Norman Rafuse....	Conquerall Bank	15	180 00
107651	Torato.....	".....	80	J. Wm. Young.....	Lunenburg.....	17	199 00
100575	Tyler.....	".....	54	Wm. C. Smith.....	".....	13	145 00
107958	Ungava.....	".....	80	Wm. Cleversy.....	Pleasantville....	21	227 00
103742	Unique.....	".....	80	Abraham Ernst.....	Mahone Bay.....	17	199 00
103417	Uruguay.....	".....	80	Elijah Ritecy.....	Ritecy's Cove....	18	206 00
107964	Vernie May.....	".....	76	Abraham Ernst.....	Mahone Bay.....	17	195 00
111409	Victoria.....	".....	80	W. N. Reinhardt.....	La Have.....	18	206 00
103504	Viking.....	".....	80	Artemas Schnare....	Lunenburg.....	17	199 00
100152	Werra.....	".....	80	E. Fenwick Zwicker..	".....	17	199 00
111403	Willie C.....	".....	80	Aniel Corkum.....	Middle La Have..	19	213 00
96829	Wisteria.....	".....	80	Freeman Anderson....	Lunenburg.....	17	199 00
111649	W. S. Wynot.....	".....	80	C. U. Mader.....	Mahone Bay.....	17	199 00
107645	Yosemite.....	".....	80	Kenneth Silver.....	Dayspring.....	17	199 00
111419	Yukon.....	".....	80	Elijah Ritecy.....	Ritecy's Cove....	17	199 00

## QUEEN'S COUNTY.

100607	Icelda.....	Shelburne.....	19	John E. NeDonald...	Port Joli.....	5	54 00
83134	Infant.....	Lunenburg.....	15	Wm. J. Wagner.....	Summerville....	4	43 00
103191	Jennie B.....	Liverpool.....	13	Jabish Vogler.....	Port Joli.....	4	41 00
54132	John Franklin....	Halifax.....	18	Andrew McNutt.....	Liverpool.....	5	53 00
94833	News Boy.....	Liverpool.....	16	Alexander Shankle....	Port Mouton....	4	44 00
103194	Oressa.....	".....	10	Joseph Hagan.....	Hunt's Point....	3	31 00
100608	Vesper.....	Shelburne.....	14	Isaiah Huskins.....	Port Mouton....	5	49 00

## RICHMOND COUNTY.

36474	Alexander Fraser..	Lunenburg.....	32	Anselm Sampson.....	River Bourgeois.	9	95 00
88456	Alice May.....	Arichat.....	39	Wm. LeVesconte.....	".....	10	109 00
103463	Annie May.....	".....	11	Placide Dugas.....	".....	3	32 00
111472	Annie May.....	".....	17	Jas. Monbourquette..	Rockdale.....	4	45 00
75561	Boreas.....	Lunenburg.....	41	John Colford.....	Port Richmond..	8	97 00
90721	Brilliant Star....	Halifax.....	36	Isidore Fougere.....	Poulamond.....	11	113 00
54156	British Lady.....	".....	19	Albert Joyce.....	Riv. Inhabitants	1	26 00
74100	Candid.....	Arichat.....	23	Desiré Burke, sr....	River Bourgeois.	8	79 00
72061	C. P. M.....	".....	22	Alexander Burk.....	".....	6	64 00
88462	Fanny S.....	".....	28	Andrew Fougere.....	".....	8	84 00
88599	Guide.....	Halifax.....	38	Edward Poirer.....	Lr. D'Escousse..	12	122 00
111474	Howler.....	Arichat.....	15	Lambert Lavache....	West Arichat....	2	29 00
88513	Ida.....	Sydney.....	11	Vital LeBlanc.....	River Bourgeois.	5	46 00



2-3 EDWARD VII., A. 1903

List of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*RICHMOND COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew Paid.	Amount of Bounty Paid. \$ cts.
96764	Ida C. Spofford...	Port Ha'kesbury	54	Robert Murray...	Port Richmond..	7	103 00
103470	Ida M. Burke.....	Arichat.	16	Sam Burke.....	St. Peters.....	5	51 00
111476	Indiana.....	"	11	Joseph Petitpas....	Arichat.....	3	32 00
100490	Irene M. B.....	Lunenburg.....	66	Frederick Poirier....	D'Escousse.....	16	178 00
46294	Janett.....	Halifax.....	32	John B. Girroir.....	West Arichat....	5	67 00
83135	J. B. M.....	"	20	John Landry.....	Petit de Grat....	5	55 00
88454	Jubilee.....	Arichat.....	34	Arthur Poirier.....	D'Escousse.....	11	111 00
103469	Katie B.....	"	16	John Burke.....	River Bourgeois..	6	58 00
111480	Lady Laurier.....	"	12	Simon A. Boudrot....	Petit de Grat....	5	47 00
38516	Lady of the Lake..	"	26	Peter Landry.....	St. Peters.....	6	68 00
61615	Laura Cox.....	Guysboro.....	49	Alex. E. Morrison....	D'Escousse.....	14	147 00
88455	Laura Victoria....	Arichat.....	39	Henry McDonald.....	"	12	123 00
96763	Lelia Linwood....	"	67	Wm. Le Vesconte....	River Bourgeois..	16	179 00
111901	Lillian Louise....	"	12	Charles P. Boudrot....	Petit de Grat....	5	47 00
103467	Lizzie May.....	"	12	Abram Fougere.....	River Bourgeois..	5	47 00
72071	Lumen Diei.....	"	20	Urban Sampson.....	"	5	55 00
103532	Maria A.....	"	22	John Walker.....	Basin Riv. Inh'b	2	36 00
38522	Mary.....	"	23	Isaie Boudrot.....	River Bourgeois..	7	72 00
75577	Mary Ann Bell....	Lunenburg.....	33	Isaac Dugas.....	West Arichat....	5	68 00
111479	Mary Atlanta.....	Arichat.....	15	Peter Bouchard.....	River Bourgeois..	4	43 00
111475	Mary Matilda.....	"	15	Maurice Burke.....	St. Peters.....	6	57 00
103462	Maud.....	"	16	Henry Duyon.....	Arichat.....	4	44 00
111904	Minnie L.....	"	15	Elias Bois.....	Petit de Grat....	5	50 00
74365	Nova Stella.....	"	53	Leon Poirier.....	D'Escousse.....	16	165 00
61639	Olive J.....	Halifax.....	57	John Malcolm.....	Port Malcolm.....	5	92 00
85562	Oresa.....	"	14	John F. Proctor.....	"	1	21 00
72067	Philomene D.....	Arichat.....	22	John Pelham.....	Janvrin Island..	5	57 00
100477	Pilot.....	Lunenburg.....	42	Wm. Proctor.....	Riv. Inhabitants	6	84 00
69193	Star.....	Halifax.....	33	David Goyetche.....	Cape Auguet.....	6	75 00
111903	Stella.....	Arichat.....	14	Camil Bouchie, sr..	River Bourgeois..	2	28 00
103461	St. Lidwina.....	"	11	Benjamin Peters....	L'Ardoise.....	5	46 00
103464	St. Patrick.....	"	27	Thomas Clannon.....	"	7	76 00
111902	St. Thomas.....	"	10	Thomas Pottie.....	Rockdale.....	4	38 00
92599	Thistle.....	Sydney.....	11	Robert Monbourquette	L'Ardoise W.....	5	46 00
103460	Two Brothers.....	Arichat.....	18	Maurice Peters.....	L'Ardoise.....	7	67 00
71034	Vanguard.....	"	51	Thomas Boudrot.....	Petit de Grat....	8	107 00
38523	Victoria.....	"	24	Henry Burke.....	St. Peters.....	7	73 00
57662	Village Bride.....	Halifax.....	24	John D. Malcolm.....	Port Malcolm.....	5	59 00

## SHELBURNE COUNTY.

97034	A. D'E.....	Yarmouth.....	15	Fred. Greenwood....	Shag Harbour..	7	64 00
103793	Agatha.....	Shelburne.....	80	John H. Thorbourn..	Sandy Point.....	21	227 00
111682	Alina.....	"	80	John A. McGowan....	Shelburne.....	19	213 00
100617	Altona.....	"	28	Austin Swansburg...	Little Harbour..	8	84 00
100612	Ardella.....	"	10	Eleazar Crowe.....	Sandy Point.....	4	38 00
107053	Bonnie Lin.....	Barrington.....	10	Handley C. Madden..	Baccaro.....	6	52 00
103186	Brittania.....	Shelburne.....	11	Ross Enslow.....	West Green Hbr..	6	53 00
61905	Champion.....	Liverpool.....	14	George L. Banks.....	Barrington.....	2	28 00
96970	Charlie Richardson.	Shelburne.....	26	John B. Harding, Sr..	Rockland.....	8	82 00
103063	Defender.....	Yarmouth.....	20	Davis Jeffery.....	Upper Wood H..	8	76 00
107058	Defender.....	Barrington.....	20	Arch'd. D. Madden..	Baccaro.....	5	55 00
103118	Della F. Tarr....	St. Andrews....	34	Samuel Greenwood..	Port Saxon.....	8	90 00
107057	Dollie Varden....	Barrington.....	10	Freeman Atwood....	Atwood's Brooks	3	31 00
103053	Eddie C.....	Yarmouth.....	11	Amaziah Smith.....	Shag Harbour..	4	39 00
96976	Edith.....	Shelburne.....	40	Enos Churchill.....	Lockeport.....	9	103 00
103060	Edith M.....	Yarmouth.....	20	George Hagar.....	N.W. Harbour..	7	69 00
103789	Elfie B. Nickerson..	Shelburne.....	22	Thos. C. Nickerson..	Wood Harbour..	9	85 00
77603	Eldon C.....	Barrington.....	27	Josiah Thomas.....	Cape Negro.....	10	97 00
103795	Etta Vaughn....	Shelburne.....	80	B. P. Thorbourn.....	Sandy Point.....	22	234 00



## SESSIONAL PAPER No. 22

LIST of Vessels which received Fishing Bounty, &c.—Nova Scotia—*Con.*SHELBURNE COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew Paid.	Amount of Bounty Paid.
							\$ cts.
97036	Eva .....	Yarmouth .....	10	Lewis Wood .....	Wood Harbour..	2	24 00
107054	Favourite .....	Barrington .....	28	Samuel S. Atwood .....	Barrington Head	6	70 00
85476	Fleetwing .....	Shelburne .....	15	Wm. McMillan .....	Lockeport .....	6	57 00
90645	Fly .....	Yarmouth .....	16	Wm. Wickens .....	Shag Harbbur ..	3	37 00
100818	Geneva Ethel .....	Shelburne .....	29	James Benham .....	Lockeport .....	9	92 00
107342	Harry C. Ellis .....	Yarmouth .....	16	S. E. Countaway .....	N. E. Point .....	2	30 00
90647	Hattie Emeline .....	" .....	11	Charles A. Reynolds .....	Up. Pt. La Tour	4	39 00
85566	J. Lyons .....	Barrington .....	17	Wm. H. Nickerson .....	Cape Negro .....	7	66 00
94941	John Purney .....	Shelburne .....	80	George H. King .....	Sandy Point .....	21	227 00
73967	Katie .....	Liverpool .....	14	Churchill Locke .....	Lockeport .....	4	42 00
107981	Kestrel .....	Shelburne .....	80	George A. Cox .....	Shelburne .....	19	213 00
90438	Lark .....	Barrington .....	13	Thomas Ross, jr .....	Reynolds Croft..	6	55 00
94661	L. C. Tough .....	Shelburne .....	12	Thomas Swain .....	Black Point .....	5	47 00
103796	Mabel Denvers .....	" .....	14	John H. Reynolds .....	Up. Pt. La Tour	5	49 00
103712	Marguerite .....	Yarmouth .....	10	George M. Forbes .....	Forbes Point .....	4	38 00
83493	Mary C. .....	Liverpool .....	80	John M. Harding .....	Osborne .....	8	136 00
83434	Mary May .....	Shelburne .....	20	Adam J. Firth .....	Shelburne .....	7	69 00
107988	Maud Churchill .....	" .....	80	Enos Churchill .....	Lockeport .....	22	234 00
103177	May Flower .....	" .....	12	Avard Hamilton .....	Carleton Village	5	47 00
111681	Mistral .....	" .....	80	George A. Cox .....	Shelburne .....	1	227 00
107985	Muriel .....	" .....	25	Edmund C. Locke .....	Lockeport .....	7	74 00
100606	Myra Louise .....	Barrington .....	17	Alexander Smith .....	Cape Negro .....	7	66 00
103175	Myrtle .....	Shelburne .....	10	Wm. E. Wolfe .....	Big Pt. Le Herb't	4	38 00
103800	Nellie J. King .....	" .....	80	George H. King .....	Sandy Point .....	19	213 00
90439	Oscar F. .....	Barrington .....	18	Clarence H. McKay .....	Roseway .....	6	60 00
100820	Ranger .....	" .....	11	Thomas R. Nickerson .....	Doctor's Cove .....	5	46 00
53551	Roving Bird .....	Halifax .....	24	King Perry .....	N. E. Harbour .....	5	59 00
103783	Springwood .....	Shelburne .....	80	Wm. McMillan .....	Lockeport .....	22	234 00
90433	St. Anne .....	Barrington .....	11	John L. Nickerson .....	Forbes Point .....	4	39 00
107990	Terence C. Lock- wood .....	Shelburne .....	80	Wm. McMillan .....	Lockeport .....	23	241 00
96961	Tivoli .....	" .....	24	Wm. J. Doane .....	Red Head .....	6	66 00
103716	Valkyrie .....	Yarmouth .....	11	David E. Watkins .....	Atwood's Brook ..	4	39 00
77744	Whip-poor-Will .....	Shelburne .....	17	John P. Littlewood .....	Ingomar .....	6	59 00
103183	Wren .....	" .....	22	Frederick McCarthy .....	Shelburne .....	7	71 00
75722	Yuba .....	Yarmouth .....	15	Josiah Nickerson .....	Up. Pt. La Tour	7	64 00

## VICTORIA COUNTY.

107372	Emerald .....	Sydney .....	15	W. J. Christie .....	North Sydney ..	6	57 00
83255	Floyd .....	Barrington .....	20	John Arsenault .....	Little Bras d'Or.	8	76 00
97046	Fredona .....	Liverpool .....	12	Dan. Buchanan .....	Eel Cove .....	4	40 00
107375	Minnie B. .....	Sydney .....	10	James Brewer .....	South Ingenish..	5	45 00
107351	Wilfrid Laurier .....	" .....	10	Daniel McLeod .....	" .....	4	38 00

## YARMOUTH COUNTY.

107344	Amanda .....	Yarmouth .....	15	Henry Amiro .....	West Pubnico ..	4	43 00
80647	Annie M. Bell .....	" .....	64	Leander Amiro .....	L. E. Pubnico ..	20	204 00
94980	Aurore .....	" .....	80	Leon D'Eon .....	West Pubnico ..	20	220 00
103187	Ben Bolt .....	" .....	80	A. F. Stoneman .....	Yarmouth .....	16	192 00
107346	Caddie .....	" .....	10	James E. Perry .....	Port Maitland ..	4	38 00
103051	Carrie May .....	" .....	25	Fred. Murphy .....	Pubnico Head ..	6	67 00
94977	Civilian .....	" .....	80	Henry S. LeBlanc .....	West Pubnico ..	21	227 00
100605	Dawn .....	Barrington .....	49	Ferdinand Amiro .....	" .....	16	161 00
103066	Eddie J. .....	Yarmouth .....	23	Chs. L. D'Entremont ..	" .....	8	79 00

2-3 EDWARD VII., A. 1903

LIST of Vessels which received Fishing Bounty &c.—Nova Scotia—*Con.*YARMOUTH COUNTY—*Concluded.*

Official Name.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	Number of Crew paid.	Amount of Bounty paid.
							\$ cts.
85683	Edith L. ....	Digby.....	16	James A. Adams. ....	Port Maitland..	5	51 00
107332	Estelle .....	Yarmouth ..	15	G. R. Straghan. ....	Lower Argyle...	4	43 00
85551	Ethel .....	" .....	80	J. H. Porter & Co. ....	Tusket Wedge...	22	234 00
100535	Fair Play .....	" .....	11	Joseph B. Lewis. ....	Yarmouth .....	3	32 00
90654	Flora .....	" .....	64	Arthur D'Entremont..	West Pubnico...	20	204 00
94972	Florence .....	" .....	11	Eben Frost. ....	Mebourne .....	6	53 00
90885	Georgina .....	" .....	80	Henry Lewis. ....	Yarmouth .....	22	234 00
80643	Hazel Dell .....	" .....	80	James Amiro. ....	West Pubnico...	21	227 00
85554	Hazel Glen .....	" .....	80	H. T. D'Entremont..	L. E. Pubnico...	15	185 00
103717	Henry L. ....	" .....	10	A. C. D'Entremont..	West Pubnico...	1	17 00
103709	Lizzie E. ....	" .....	14	E. Juston Ellis. ....	Port Maitland..	5	49 00
80614	Louise .....	" .....	80	J. H. Porter & Co. ....	Tusket Wedge...	18	206 00
103718	Lucy .....	" .....	10	A. T. D'Entremont..	West Pubnico...	2	24 00
88596	M. A. Louis .....	" .....	64	A. F. Stoneman. ....	Yarmouth .....	18	190 00
107337	Marguerite .....	" .....	57	L. P. D'Entremont..	West Pubnico...	17	176 00
103057	Mayflower .....	Yarmouth..	12	W. H. Amiro. ....	L. E. Pubnico...	2	26 00
111523	Mildred P. ....	Digby .....	11	James W. Haskell. ....	Port Maitland..	4	39 00
90659	N. A. Laura .....	Yarmouth..	59	Thadée D'Entremont..	West Pubnico...	19	192 00
103705	Nebula .....	" .....	24	Sylvain A. D'Eon. ....	" .....	10	94 00
90892	Nellie .....	" .....	59	J. H. Porter & Co. ....	Tusket Wedge...	12	143 00
103706	Regine .....	" .....	10	Tel. D'Entremont..	West Pubnico...	6	52 00
111521	Reta E. ....	Digby .....	10	Calvin Sollows. ....	Port Maitland..	4	38 00
88589	Sanford .....	Yarmouth ..	20	Wm. A. Killam. ....	Yarmouth .....	5	55 00
83254	Sea Foam .....	Annapolis ..	28	Leander Amiro. ....	L. E. Pubnico...	11	105 00
75724	Sea Foam .....	Yarmouth ..	75	J. H. Porter & Co. ....	Tusket Wedge...	18	201 00
100323	Senora .....	" .....	80	Marc A. Surette. ....	West Pubnico...	22	234 00
107334	Shamrock .....	" .....	17	Wm. S. Murphy. ....	Tusket Wedge...	2	31 00
100313	Souvenir .....	" .....	71	S. D. D'Entremont..	West Pubnico...	19	204 00
90896	Wapite .....	" .....	86	A. F. Stoneman. ....	Yarmouth .....	23	241 00
85559	Willie F. ....	" .....	12	Riley Haskell. ....	Port Maitland..	6	54 00
90882	Will O'the Wisp..	" .....	51	A. F. Stoneman. ....	Yarmouth .....	17	170 00
90897	Wrasse .....	" .....	56	A. F. Stoneman. ....	" .....	15	161 00

## PROVINCE OF NEW BRUNSWICK.

## CHARLOTTE COUNTY.

90660	Alice May .....	Yarmouth ..	18	Calvados Brown. ....	Wilson's Beach..	1	25 00
107807	America .....	St. John ..	16	James W. Ingersoll..	Seal Cove .....	1	16 00
83478	Argyle .....	St. Andrews.	10	Wm. Jas. Tucker. ....	Le Tete .....	3	31 00
107439	Arminia .....	" .....	15	J. L. Guptill .....	Grand Harbour..	2	29 00
107913	Arnold B. ....	" .....	10	Henry H. Cheney. ....	White Head .....	2	24 00
107603	Augusta Evelyn..	St. John ..	31	James Scovil. ....	Flagg's Cove ..	4	59 00
107903	Ava M. ....	St. Andrews.	17	George A. Johnson. ....	Woodward's C'Ve	5	52 00
103127	Avis C. Toby .....	" .....	13	Jesse Guptill .....	White Head .....	4	41 00
64011	Bee .....	" .....	18	Sherman Lawson. ....	Grand Manan ..	2	32 00
103128	Britannia .....	" .....	22	Charles Sinclair. ....	Castalia .....	4	50 00
107304	Clara A. Benner..	" .....	37	Simon Brown .....	Wilson's Beach..	3	58 00
103114	Edward Morse .....	" .....	32	Alexander Calder..	Campobello .....	3	53 00
111522	Elizabeth .....	Digby .....	21	Wm. Benson et al. ....	Seal Cove .....	3	42 00
83292	Enchantress .....	St. Andrews.	10	Peter Dixon, sr. ....	North Head .....	3	31 00
80893	Exemia .....	Windsor ..	18	Wm. F. Parker. ....	Beaver Harbour	1	25 00
88276	Falcon .....	St. Andrews.	12	John H. Cronk. ....	North Head .....	5	47 00
83466	Fannie May .....	" .....	19	Boardman Cheney. ....	White Head .....	6	61 00
92511	Fleet Wing .....	" .....	11	Aldin McFarland. ....	North Head .....	3	32 00
107906	Flora .....	" .....	14	Grant L. Dakin. ....	Grand Harbour..	2	28 00
111552	Flora B. ....	" .....	13	Nelson Ingersoll .....	Woodward's C'Ve	4	41 00



## SESSIONAL PAPER No. 22

LIST of Vessels which received Fishing Bounty, &amp;c.—New Brunswick—Con.

## CHARLOTTE COUNTY—Concluded.

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew Paid.	Amount of Bounty Paid.	
							\$	cts.
107915	Freddie L.....	St. Andrews...	15	Charles E. Leighton...	Grand Harbour.	1	22	00
97146	Free Trade.....	"	10	L. C. Watt.....	North Head...	3	31	00
107916	Glenita C.....	"	12	Coleman E. Guptill...	White Head...	4	40	00
107432	Golden Rule.....	"	49	Mariner Calder et al.	Wilson's Beach...	7	98	00
107910	Grace and Ethel...	"	16	Robert Ingersoll...	Woodward's C'Ve	6	58	00
111551	Guior.....	"	17	William M. Kent.....	"	4	45	00
94839	Harrie.....	"	14	John Kelly.....	Le Tête.....	1	21	00
83463	Havelock.....	"	33	Wm. James.....	Wilson's Beach...	5	68	00
103119	Hortense.....	"	15	W. J. Morse.....	White Head...	3	36	00
103121	Island Girl.....	"	17	Frank Ingersoll.....	North Head...	3	38	00
103997	Jesse James.....	"	11	Josephine Franklyn...	White Head...	3	32	00
77766	Laconic.....	Shelburne...	15	John Dixon, sr.....	North Head...	3	36	00
88273	Lillian E.....	St. Andrews...	13	Sanford Dakin.....	Beaver Harbour.	1	20	00
59342	Lizzie S. McGee...	"	14	Andrew McGee.....	Back Bay.....	4	42	00
92514	Maggie Jane.....	"	10	John Thomas.....	North Head...	3	31	00
107912	Mary and Hilda...	"	17	Wilnot Guptill.....	Grand Harbour.	2	31	00
107438	Minnie H.....	"	11	Chester Frankland...	White Head...	5	46	00
88402	Mizpah.....	Digby.....	53	E. Gaskill.....	North Head...	1	60	00
85442	Mystery.....	St. Andrews...	14	John K. Moses.....	"	5	49	00
107920	Nellie L.....	"	17	Austin Levy.....	Grand Harbour.	2	31	00
92518	Peril.....	"	18	Martin Eldridge...	Beaver Harbour	2	32	00
103993	Pythian Knight...	"	19	Frank Ingersoll...	North Head...	3	40	00
107904	Quoddy Queen.....	"	13	Harrington Guptill...	White Head...	3	34	00
183132	Restless.....	Digby.....	25	Robert Graham.....	Trout Cove.....	5	60	00
75591	Rise and Go.....	St. Andrews...	16	Wm. Sirls.....	Wilson's Beach..	1	23	00
107909	S. B.....	"	12	Shadrach Bancroft...	White Head...	3	33	00
107433	Sir John.....	"	11	Hiram Morse.....	"	4	39	00
59387	Telephone.....	"	19	Wm. Brown, et al...	Wilson's Beach..	3	40	00
107440	Three Links.....	"	12	Robert A. Main.....	Woodward's C'Ve	5	47	00
103998	Try Again.....	"	15	A. W. Ingersoll.....	"	3	36	00
88282	Veritas.....	"	10	Simon Leonard.....	Leonardville...	1	17	00
103125	Virgin Queen.....	"	16	Nelson Morse.....	White Head...	5	51	00
88264	Walter J. Clarke...	Digby.....	20	E. C. Bowers.....	Westport.....	3	41	00
77969	Wave Queen.....	St. Andrews...	11	Hiram W. Foster.....	Grand Harbour.	4	39	00
107542	W. E. Gladstone...	"	19	Loren Wilson.....	Seal Cove.....	1	26	00
107917	Zelma.....	"	17	Henry Frankland...	White Head...	5	52	00

## GLOUCESTER COUNTY.

72099	Adelina.....	Chatham.....	12	Clement Lanteigne...	Lameque.....	4	40	00
103009	Adeline Gladys...	"	12	Jos. N. LeBouthillier.	Caraquet.....	4	40	00
103081	Albatross.....	"	13	Thomas Ahier.....	Shippegan.....	3	34	00
100984	Alice.....	"	11	William Doucet.....	Caraquet.....	4	39	00
103279	Alice Maud.....	"	10	C. Robin, Collas & Co.	"	4	38	00
97194	Alika.....	"	12	Lange Paulin.....	Lameque.....	4	40	00
103763	Alouette.....	"	10	Thos. Ahier.....	Shippegan.....	4	38	00
103073	Anna.....	"	11	Luc. Friolet.....	Caraquet.....	3	32	00
92419	Anna.....	"	12	Docithé Chiasson...	Lameque.....	4	40	00
100960	Annie M.....	"	11	W. S. Loggie & Co...	Chatham.....	3	32	00
100987	Arabi.....	"	12	Joseph F. Hebert...	Caraquet.....	3	33	00
103085	Argentina.....	"	12	C. Robin, Collas & Co.	"	3	33	00
96739	Argentine.....	"	14	Octave Paulin.....	"	4	42	00
100983	Bee.....	"	11	C. Robin, Collas & Co.	"	1	18	00
61431	Bee.....	"	11	Paul Noel.....	Lameque.....	4	39	00
103072	Ben Hur.....	"	11	John Leclerc.....	Caraquet.....	6	53	00
72079	Betsy.....	"	13	Wm. Fruing & Co...	Shippegan.....	4	41	00
100975	Big Bear.....	"	10	Robert Young.....	Caraquet.....	3	31	00
100299	Blanchard.....	"	12	C. Robin, Collas & Co.	"	4	40	00
103589	Blenheim.....	"	13	"	"	4	41	00
103780	Britannia.....	"	13	Wm. Fruing & Co...	"	3	34	00



2-3 EDWARD VII., A. 1903

LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*GLOUCESTER COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew paid.	Amount of Bounty paid.
							\$ cts.
100780	Britannic .....	Chatham .....	12	C. Hubbard .....	Caraget .....	3	33 00
100988	Caesar .....	" .....	10	Philip Rive .....	" .....	3	31 00
100774	Calliope .....	" .....	12	" .....	" .....	4	40 00
103271	Celia .....	" .....	11	Dominique Gallien .....	" .....	4	39 00
103585	Cerdric .....	" .....	14	Philip Rive .....	" .....	4	42 00
100784	Charlotte .....	" .....	13	Robert Young .....	" .....	4	41 00
100789	Chazalie .....	" .....	11	" .....	" .....	3	32 00
96730	Christina .....	" .....	11	C. Robin, Collas & Co. .....	" .....	2	25 00
101000	Condor .....	" .....	10	Thos. Ahier .....	Shippegan .....	5	45 00
103083	Corsair .....	" .....	10	" .....	" .....	4	38 00
111465	C. R. C. .....	" .....	13	Peter Fiott .....	Caraget .....	4	41 00
100916	Cygnat .....	" .....	12	C. Robin, Collas & Co. .....	" .....	5	47 00
100971	Cyprian .....	" .....	10	Elie Syvrét .....	" .....	4	38 00
100913	Daffodil .....	" .....	10	Thos. Ahier .....	Shippegan .....	3	31 00
100915	Dawn .....	" .....	12	C. Robin, Collas & Co. .....	Caraget .....	4	40 00
103076	Dipper .....	" .....	12	W. S. Loggie & Co. ....	Chatham .....	4	40 00
92412	Dollie Dutton .....	" .....	13	John Jones .....	Little Lameque .....	4	41 00
103948	Dora .....	" .....	12	C. Robin, Collas & Co. .....	Caraget .....	4	40 00
100999	Dove .....	" .....	11	Thomas Ahier .....	Shippegan .....	4	39 00
100998	Eagle .....	" .....	10	Thos. Ahier .....	Shippegan .....	4	38 00
103590	Eliza .....	" .....	13	C. Robin, Collas & Co. .....	Caraget .....	4	41 00
100293	Eliza .....	" .....	15	Robert Young .....	" .....	5	50 00
96737	Elmina .....	" .....	11	Jacques Noel, sr. ....	Lameque .....	4	39 00
100911	Emperor .....	" .....	10	Thos. Ahier .....	Shippegan .....	4	38 00
100786	Empress .....	" .....	12	Robert Young .....	Caraget .....	3	33 00
103776	Esk .....	" .....	14	" .....	" .....	4	42 00
100772	Estelle .....	" .....	13	Philip Rive .....	" .....	4	41 00
100787	Ethel .....	" .....	11	Robert Young .....	" .....	3	32 00
100905	Evangeline .....	" .....	10	Philip Rive .....	" .....	3	31 00
103001	Falcon .....	" .....	10	Thos. Ahier .....	Shippegan .....	4	38 00
103077	Fame .....	" .....	10	W. S. Loggie & Co. ....	Chatham .....	4	38 00
100298	Fisher .....	" .....	12	Elie Chiasson .....	Little Lameque .....	4	40 00
61445	Flavie .....	" .....	13	Theophile Duguay .....	Lameque .....	4	41 00
111468	Fleetwing .....	" .....	14	Wm Fruing & Co. ....	Caraget .....	3	35 00
61405	Fly .....	" .....	11	Alex McLaughlin .....	Tracadie .....	4	39 00
100782	Flying Foam .....	" .....	12	Robert Young .....	Caraget .....	8	33 00
100912	Foam .....	" .....	10	Joseph Z. Chiasson .....	" .....	4	38 00
111467	Four Brothers .....	" .....	13	Prosper S. Albert .....	" .....	4	41 00
100778	Gambetta .....	" .....	13	C. Hubbard .....	" .....	4	41 00
100954	Gazelle .....	" .....	10	" .....	" .....	3	31 00
111464	Gazelle .....	" .....	13	C. Robin, Collas & Co. .....	" .....	4	41 00
100968	Gem .....	" .....	11	" .....	" .....	3	32 00
103766	Genesta .....	" .....	12	Theotime Poirier .....	" .....	3	33 00
103282	Gilknockie .....	" .....	11	Robert Young .....	" .....	4	39 00
103086	Gipsy .....	" .....	20	W. S. Loggie & Co. ....	Chatham .....	3	41 00
100964	Gladstone .....	" .....	10	Philip Rive .....	Caraget .....	3	31 00
100910	Gleaner .....	" .....	13	Luke Lanteigne .....	" .....	4	41 00
107775	Goldseeker .....	" .....	13	C. Robin, Collas & Co. .....	" .....	3	34 00
92418	Grip .....	" .....	12	Gervais Chenard .....	" .....	5	47 00
100790	Guiding Star .....	" .....	11	Robert Young .....	" .....	3	32 00
100956	Harold N. ....	" .....	12	W. S. Loggie & Co. ....	Chatham .....	3	33 00
100994	Hercules .....	" .....	10	Pierre M. Lanteigne .....	Caraget .....	3	31 00
103765	Hirondelle .....	" .....	11	Thos. Ahier .....	Shippegan .....	2	25 00
107771	Heron .....	" .....	13	Wm. Fruing & Co. ....	" .....	4	41 00
61425	Hope .....	New Carlisle .....	13	C. Robin, Collas & Co. .....	Caraget .....	3	34 00
100903	Hope .....	Chatham .....	12	Robert Young .....	" .....	2	26 00
103939	Hope .....	" .....	11	Charles Resle .....	Lameque .....	4	39 00
100906	Hotspur .....	" .....	10	Philip Rive .....	Caraget .....	3	31 00
103779	Ibis .....	" .....	11	Wm. Fruing & Co. ....	Shippegan .....	3	32 00
103931	Irene .....	" .....	12	" .....	" .....	3	33 00
96724	Isabel .....	" .....	11	" .....	" .....	5	46 00
103289	Jersey Lily .....	" .....	12	Thomas Ahier .....	" .....	3	33 00
100958	John B. ....	" .....	11	W. S. Loggie & Co. ....	Chatham .....	4	39 00

## SESSIONAL PAPER No. 22

LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*GLOUCESTER COUNTY—*Continued.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	No. of Crew Paid.	Amount of Bounty Paid.
							¢ cts.
100965	Josephine.....	Chatham.....	11	Philip Rive.....	Caraquet.....	3	32 00
111466	King Edward.....	".....	14	James X. Lanteigne..	".....	5	49 00
103949	Kingfisher.....	".....	13	Wm. Fruing & Co.	Shippegan.....	3	34 00
100981	Kite.....	".....	11	C. Robin, Collas & Co.	Caraquet.....	4	39 00
103288	Kite.....	".....	10	Thos. Ahier.....	Shippegan.....	4	38 00
107774	Klondyke.....	".....	14	C. Robin, Collas & Co.	Caraquet.....	5	49 00
103283	Koh-i-noor.....	".....	13	Philip Rive.....	".....	4	41 00
111461	Ladysmith.....	".....	17	Eugène Robichaud...	Shippegan Isl'd.	4	45 00
103003	Lark.....	".....	10	Thos. Ahier.....	Shippegan.....	4	38 00
107773	L'Etoile.....	".....	15	Prudent Gallien.....	Caraquet.....	5	50 00
100972	Lizzie D.....	".....	11	Robert Young.....	".....	4	39 00
100902	Lord Stanley.....	".....	10	Wm. Fruing & Co.....	Shippegan.....	3	31 00
100955	Majestic.....	".....	10	C. Hubbard.....	Caraquet.....	4	38 00
72100	Marie.....	".....	11	Onésime Chiasson.....	Lameque.....	4	39 00
107779	Marie.....	".....	15	Gaspard Savoy.....	Shippegan.....	5	50 00
103278	Marie Celia.....	".....	13	Patrick Blanchard.....	Caraquet.....	6	55 00
100292	Marie Joseph.....	".....	12	Lazare Gauvin.....	Little Lameque..	4	40 00
100295	Marie Louise.....	".....	18	Joseph A. Paulin.....	Caraquet.....	4	46 00
103084	Mary Emma.....	".....	11	Wm Fruing & Co.....	Shippegan.....	4	39 00
100781	Mary Louise.....	".....	11	C. Hubbard.....	Caraquet.....	3	32 00
100957	Mary R.....	".....	12	W. S. Loggie & Co.....	Chatham.....	4	40 00
111844	Mary Star of the Sea	".....	14	Jos. N. LeBouthillier..	Caraquet.....	4	42 00
103088	Max.....	".....	10	Maxime Cormier.....	".....	5	45 00
103768	Mayflower.....	".....	13	C. Robin, Collas & Co.	".....	3	34 00
111462	Mayflower.....	".....	10	John A. Bizeau.....	Miscou.....	3	31 00
107777	May Flower.....	".....	11	Octave Benoit.....	Little Lameque..	4	39 00
61447	Merida.....	".....	13	Ferdinand Duguay.....	Shippegan.....	5	48 00
100779	Mermaid.....	".....	11	C. Hubbard.....	Caraquet.....	4	39 00
100300	Mikado.....	".....	13	C. Robin, Collas & Co.	".....	4	41 00
88669	Morning Star.....	".....	12	Gustave Gionet.....	St. Rose.....	2	26 00
103004	Oriole.....	".....	11	Thos. Ahier.....	Shippegan.....	3	32 00
103005	Osprey.....	".....	10	".....	".....	3	31 00
100297	Palma.....	".....	14	Oliver Duguay.....	Lameque.....	5	49 00
100776	Patrick.....	".....	11	Philip Rive.....	Caraquet.....	4	39 00
103778	Pelican.....	".....	13	Wm Fruing & Co.....	Shippegan.....	4	41 00
103674	Petrel.....	".....	12	Thos. Ahier.....	".....	3	33 00
96740	Providence.....	".....	13	Prosper S. Albert.....	Caraquet.....	4	41 00
96732	Providence.....	".....	11	Wm Fruing & Co.....	Shippegan.....	4	39 00
72076	Providence.....	".....	12	Thos. Ahier.....	".....	4	40 00
100904	P. T. S.....	".....	11	J. N. LeBouthillier..	Caraquet.....	4	39 00
100979	Ranger.....	".....	10	C. Robin, Collas & Co.	".....	3	31 00
103287	Raven.....	".....	11	Thos. Ahier.....	Shippegan.....	3	32 00
100775	Red Gauntlet.....	".....	11	Philip Rive.....	Caraquet.....	4	39 00
103272	Red Weasel.....	".....	11	Albert E. Windsor.....	Miscou Island..	3	32 00
100952	Replevin.....	".....	10	C. Robin, Collas & Co.	Caraquet.....	3	31 00
103078	Reward.....	".....	13	James De Grace.....	Shippegan.....	3	34 00
97191	Rita.....	".....	12	C. Robin, Collas & Co.	Caraquet.....	4	40 00
111470	River Branch.....	".....	11	Jeremie Paulin.....	Lameque.....	5	46 00
103946	Robin.....	".....	12	C. Robin, Collas & Co.	Caraquet.....	4	40 00
103587	Romulus.....	".....	18	W. S. Loggie & Co.....	Chatham.....	4	46 00
100908	Rosalie.....	".....	10	Edward LeBouthillier..	Caraquet.....	3	31 00
100773	Rupert.....	".....	12	Philip Rive.....	".....	4	40 00
103273	Russell.....	".....	10	John M. Ward.....	Miscou.....	4	38 00
74401	Sara.....	".....	11	Nazaire Noel.....	Lameque.....	4	39 00
100907	Sarah.....	".....	10	Robert Young.....	Caraquet.....	3	31 00
92408	Sarah A. W.....	".....	15	Robert J. Wilson.....	Miscou Island..	3	36 00
103010	Sarah B.....	".....	10	Jos. N. Lanteigne.....	Caraquet.....	4	38 00
103584	Saxon.....	".....	13	Philip Rive.....	".....	3	34 00
100959	Sea Bird.....	".....	10	W. S. Loggie & Co.....	Chatham.....	4	38 00
100901	Sea Flower.....	".....	12	Robert Young.....	Caraquet.....	3	33 00
100914	Sea Flower.....	".....	11	C. Robin, Collas & Co	".....	4	39 00
96731	Sea Star.....	".....	13	Joseph Savoy.....	Shippegan.....	4	41 00
100961	Silver Moon.....	".....	14	W. S. Loggie & Co...	Caraquet.....	5	49 00



2-3 EDWARD VII., A. 1903

LIST of Vessels which received Fishing Bounty, &c.—New Brunswick—*Con.*GLOUCESTER COUNTY—*Concluded.*

Official Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name or Owner or Managing Owner.	Residence.	Number of Crew paid.	Amount of Bounty paid.
							\$ cts.
100988	Sir Charles .....	Chatham.....	11	Robert Young.....	Caraquet.....	3	32 00
100982	Snow drop.....	" .....	11	C. Robin, Collas & Co.	" .....	5	46 00
103087	Stanley.....	" .....	10	Joseph A. Baudin....	Miscou .....	4	38 00
100963	Stanley.....	" .....	10	Philip Rive.....	Caraquet.....	4	38 00
103193	Startle.....	Halifax .....	11	Theotime Blanchard..	" .....	4	39 00
103767	Stella Maris.....	Chatham.....	19	J. N. LeBouthillier..	" .....	5	54 00
111845	Superior.....	" .....	14	" .....	" .....	1	21 00
103772	Surprise.....	" .....	10	Thos. Blanchard.....	Mizzonette.....	3	31 00
103096	Swallow.....	" .....	11	Thos. Ahier.....	Shippegan.....	4	39 00
103947	Swallow.....	" .....	13	C. Robin, Collas & Co.	Caraquet.....	3	34 00
103762	Swan.....	" .....	14	Thos. Ahier.....	Shippegan.....	4	42 00
100986	Swift.....	" .....	11	Augustin Lanteigne..	Little River ..	4	39 00
103761	Swing.....	" .....	11	John A. Albert.....	Caraquet.....	3	32 00
111469	St. John.....	" .....	13	Jean A. Ache.....	Lameque.....	4	41 00
103008	St. Joseph.....	" .....	12	Adolphe Ache.....	" .....	4	40 00
107776	St. Peter.....	" .....	12	" .....	" .....	4	40 00
100777	Teutonic.....	" .....	11	C. Hubbard.....	Caraquet.....	3	32 00
96738	Three Brothers ..	" .....	12	Chas. S. Hachey.....	" .....	4	40 00
103082	Thrush.....	" .....	10	Wm. D. Mallet.....	Shippegan.....	3	31 00
100918	Tickler.....	" .....	12	C. Robin, Collas & Co.	Caraquet.....	3	33 00
103583	Two Brothers.....	" .....	11	W. S. Loggie & Co....	Chatham.....	3	32 00
103285	Valkyrie.....	" .....	12	Philip Rive.....	Caraquet.....	4	40 00
103274	Vesuvius.....	" .....	10	Geo. D. Maillet.....	Shippegan.....	4	38 00
103775	Victoria.....	" .....	16	W. S. Loggie & Co....	Chatham.....	4	44 00
100905	Voltaire.....	" .....	10	Philip Rive.....	Caraquet.....	3	31 00
100966	Von Moltke.....	" .....	11	Philip Rive.....	" .....	4	39 00
103588	Vulture.....	" .....	13	W. S. Loggie & Co....	Chatham.....	4	41 00
96735	White Fish.....	" .....	12	Joseph L. Savoy.....	Lameque.....	4	40 00
100953	White Wings.....	" .....	10	Robert Young.....	Caraquet.....	4	38 00
100973	World's Fair.....	" .....	11	Robert Young.....	" .....	4	39 00
103079	Wren.....	" .....	11	Thos. Ahier.....	Shippegan.....	4	39 00
100920	Zephyr.....	" .....	12	C. Robin, Collas & Co.	Caraquet.....	3	33 00

## NORTHUMBERLAND COUNTY.

96725	Bessie T.....	Chatham .....	10	Donald Loggie.....	Church Point...	2	24 00
100969	John Bull.....	" .....	10	James Anderson.....	" .....	2	24 00
92420	Mary Louise.....	" .....	13	Donald Loggie.....	" .....	2	27 00

## ST. JOHN COUNTY.

88253	E. B. Colwell.....	St. John.....	19	Joseph S. Galbraith...	Pisarinco.....	5	54 00
93733	E. M. Oliver.....	St. Andrews....	14	Chas. Harkins, sr....	Dipper Harbour.	3	35 00
100156	Hustler.....	St. John.....	44	Addison Thompson...	Chance Harbour	7	93 00
77783	Lost Heir.....	" .....	15	Henry Alston.....	Pisarinco.....	3	36 00

## PRINCE EDWARD ISLAND.

## KING'S COUNTY.

71310	Black Watch.....	Charlottetown..	23	John Reafuse.....	Georgetown...	4	51 00
103322	Bonnie Brier Bush.	Pt. Hawkesbury.	38	George Dunn.....	Murray Hbr. S.	8	94 00
92675	Can't Help It.....	Pictou.....	40	Freeman Reynolds...	" .....	8	96 00
100445	Carrie O.....	Canso.....	12	Wm. Harris.....	Beach Point....	3	33 00
83196	Ethel Blanche.....	Pictou.....	17	Wm. White.....	Murray Harb.N.	4	45 00



## SESSIONAL PAPER No. 22

List of Vessels which received Fishing Bounty, &c.—Prince Edward Island—*Con.*KING'S COUNTY—*Concluded.*

Vessel Number.	Name of Vessel.	Port of Registry.	Tonnage.	Name of Owner or Managing Owner.	Residence.	Number of Crew paid.	Amount of Bounty paid.
100691	Francis E. Willard.	Pictou.....	23	Louis H. Herring.....	Murray Harb. S.	3	44 00
83318	Genesta.....	Charlottetown ..	29	Henry Dicks.....	Georgetown ..	6	71 00
107759	Hustler.....	" ..	13	Hugh Jackson.....	Murray Harb. S.	4	41 00
75556	Julia A.....	" ..	15	Gabriel Billard.....	" ..	4	43 00
94670	Katie A. Burns.....	Halifax.....	36	Joseph White.....	" ..	9	99 00
100696	Marion Emerson.....	Pictou.....	30	Reuben Cahoon.....	Beach Point.....	9	93 00
64869	Sarah L. Owner.....	Halifax.....	34	Edward Delory.....	Georgetown ..	3	55 00
74160	Sea Bird.....	Charlottetown ..	20	Vere White.....	Beach Point.....	6	62 00
75895	Two Brothers.....	" ..	26	John Gosbee.....	Murray River ..	7	75 00
90488	Wave.....	" ..	19	James Delory.....	Georgetown ..	3	40 00

## PRINCE COUNTY.

107758	Daisy .....	Charlottetown ..	13	Daniel Fraser.....	Alberton .....	5	48 00
92473	Lucy Louisa.....	" ..	19	James Roach.....	Malpeque .....	6	61 00
107757	Mayflower .....	" ..	18	James L. Richards..	Alberton .....	3	39 00
94992	Sarah P. Ayer.....	" ..	64	John Champion.....	" ..	4	92 00
96926	Sea Foam .....	" ..	15	John W. Skerry.....	" ..	3	36 00
107760	Western Prince ..	" ..	10	Wallace Richards....	" ..	3	31 00

## QUEEN'S COUNTY.

92466	G. H. Gardiner.....	Charlottetown ..	17	E. Marshall, jr.....	North Rustico..	4	45 00
88518	W. F. Elizabeth..	Sydney.....	10	Bradford LePage.....	Rusticoville....	6	52 00

## PROVINCE OF QUEBEC.

## BONAVENTURE COUNTY.

94959	Winnie G. S.....	Lunenburg .....	26	Daniel McGregor.....	Dalhousie.....	3	47 00
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## GASPÉ COUNTY.

71302	Alice .....	Charlottetown ..	10	John Miouse.....	Pointe Basse... ..	2	24 00
85400	Minnie M.....	Amherst, M. I. ..	13	John James Bushey..	Old Harry .....	4	41 00
85399	Minnie May .....	" ..	10	Charles Cormier, et al.	Amherst, M.I. ..	4	38 00
193148	River Pride.....	Gaspé .....	52	Alexander and Le Marquand .....	Point St. Peter..	9	115 00
74087	Sea Gem .....	Halifax.....	30	Arsène Arseneau .....	Pointe Basse... ..	4	58 00
94675	Success.....	" ..	15	R. J. Leslie .....	Amherst, M.I. ..	4	43 00

## SAGUENAY COUNTY.

85756	Aristile.....	Quebec .....	19	Philéas Vézina.....	St. Michel.....	2	33 00
80754	Eugene .....	" ..	48	André Vigneau.....	Esquimaux Pt..	4	76 00
69382	Marie du Sacré-Cœur .....	Gaspé .....	46	Alex. Turbis.....	" ..	12	130 00
75445	Phoenix.....	" ..	28	Napoléon Sherrer .....	" ..	5	63 00
80753	Stella Maris.....	Quebec.....	51	Louis Cummings.....	" ..	13	142 00
66727	Willow.....	Halifax.....	18	Auguste Boulet.....	Montmagny .....	3	39 00

APPENDIX No. 3.  
NOVA SCOTIA.

**District No. 1.**—Comprising the four counties of the Island of Cape Breton.  
*Inspector A. C. Bertram, North Sydney, C.B.*

**District No. 2.**—Comprising the counties of Cumberland, Colchester, Pictou, Antigonish, Guysborough, Halifax and Hants.  
*Inspector Robert Hockin, Pictou.*

**District No. 3.**—Comprising the counties of King's, Annapolis, Digby, Yarmouth, Shelburne, Queen's and Lunenburg.  
*Inspector L. S. Ford, Milton.*

DISTRICT No. 1.

ANNUAL REPORT ON THE FISHERIES OF CAPE BRETON ISLAND, 1901.

NORTH SYDNEY, January 2, 1902.

To the Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—I have the honour to submit herewith my seventeenth annual report on the fisheries for the year 1901 of District No. 1, comprising the four counties of the Island of Cape Breton, together with statistical tables showing in detail the operations of the fishery industry in the district under my supervision. This report gives the catch in each section and locality, the total value of the full catch as well as the number of people employed, value of materials, and a synopsis of the reports of the overseers.

The statistics for 1901 reveal a decrease in the total value of the catch compared with the previous year. The following table will show the increase and decrease by counties :—

County.	Value.		Increase.	Decrease.
	1900.	1901.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Cape Breton. ....	260,105 95	220,561 05		39,544 90
Inverness .....	225,081 49	207,121 45		17,960 03
Richmond .....	456,444 20	513,584 85	57,139 65	
Victoria.....	130,455 30	124,105 08		6,350 22

## SESSIONAL PAPER No. 22

In 1899 there was an increase in the total value of the fisheries in Cape Breton amounting to \$239,191. The subsequent year (1900) gave a decrease amounting to \$228,322.71. The decrease of the year just closed as will be seen by the foregoing table is only \$6,715.30. The greatest decrease in value in any class of the product is in lobsters. But considering the mining and manufacturing development going on in Cape Breton, causing a drain on men in some of the fishing localities, the falling off in the total value is not so marked, during the year, as I feared would be the case. Taking the whole district there is a decrease in the catch of salmon, herring, lobsters, hake, pollock, halibut and trout, and an increase in mackerel, cod, haddock, smelts and eels. By counties, that of Cape Breton, shows a decrease in salmon, herring, fresh mackerel, lobsters, pollock and halibut and increase in salt mackerel, cod, haddock, trout, smelts and eels. In 1900 25 vessels and 560 boats with 1,284 men, were engaged in the prosecution of the industry, while during 1901 23 vessels and 472 boats, with 1,032 men were engaged.

In Inverness county the decrease has occurred in salmon, pickled herring, mackerel, lobsters, cod, haddock, hake, halibut, trout, smelts and eels. There were five vessels engaged in the fisheries in this county, 101 boats and 395 men less than in the previous year.

In Richmond county a decrease has occurred in the following classes of fish:—salmon, lobsters, hake, pollock and trout. The increase is in mackerel, cod, haddock, halibut and smelts. Precisely the same number of vessels (52) were engaged as in the previous year, while there has been a falling off in the number of boats of 77 in 1900. Yet there were 119 more men employed in the fisheries of Richmond county than in 1900. This county being the only one of the four Cape Breton counties showing an increase in the total value of fish (\$57,139.85) over the previous year. Of the classes, mackerel, herring and cod contributed the most to make up the increase.

In Victoria county there was a decrease in salmon, herring, lobsters, hake, pollock, halibut and trout and an increase in mackerel, cod, haddock and smelts. While the same number of vessels (3) were engaged there were 111 more boats than were engaged the previous year.

There is a diminution in the number of men employed in the whole district during the year of 456 in 1900. The decrease in vessels is 7 and in boats 1.

As already stated the falling off of men engaged in the fisheries is owing to the development going on in the coal mining districts of Cape Breton.

While many of our best fishermen have sought employment in the mining districts, the drain of men has been greater on the fishing districts of Newfoundland than our own. Every trip of the Newfoundland steamers to North Sydney has brought scores of Newfoundland fishermen to this port. The fact that over one hundred Newfoundlanders have lost their lives, through accidents, during the past two years at the steel works and while engaged in the coal mines, shows the large number of men from that colony employed in Cape Breton at the present time. Many of these people are settling in this district and will likely engage in fishing, as their training qualifies them better for the prosecution of the fisheries than for other avocations.

At Neill's Harbour and New Haven, Victoria county, eighty per cent of the fishermen are Newfoundlanders, who appear to be well satisfied with their present condition. The fish supply in our coastal waters keeps up, and with the excellent local market for fish, as a result of the increased population in our towns and mining districts, Cape Breton should afford now splendid opportunities for the right kind of fishermen. The deep sea fishing should be more profitable than shore fishing. On the outside banks fishing is invariably good, and if capitalists would only turn their attention to the prosecution of the industry by building and fitting out proper fishing craft, there is no doubt there would be good results from the outlay. The fish are in the sea in abundance; trained fishermen from Newfoundland, as well as our own fishing districts are available to man the craft, therefore there is no reason why there should not be good profits in the industry for those who have capital to invest.



## LOBSTERS.

There is a marked decrease in the value of the lobster product, particularly in the canned article. This decrease is to be accounted for by the fact that there were twelve canneries less in operation in this district in 1901 than in 1900. The reason of the reduction in canneries is largely owing to the fact that many of the fishermen in the lobster districts have removed to our mining centres, preferring mining to fishing. In some districts there is a growing scarcity of lobsters, with a smaller sized run; while in other districts the change from years ago is not very perceptible, but taking this class of fishing on the whole, restriction is needed if the industry is to be preserved to future generations.

The fishermen of the State of Maine years ago depleted their waters of lobsters by indiscriminate fishing. Large sums of money are being now expended to propagate the crustaceæ in the Maine waters. Attempts were made to import large lobsters containing spawn from our waters by the interested parties in the United States but such attempt was frustrated in this district. Agents buying live lobsters for export to the United States by steamers were instructed to procure all the lobsters they could containing spawn. The object was to liberate these female lobsters in the American waters when they arrived in that country. Whatever has taken place with regard to other districts, the shipments from Cape Breton of live lobsters were too closely watched to permit any 'spawn' lobsters being carried away.

Your department has expended, year by year, large sums of money in stocking the rivers with fry of different kinds of fish which were hatched out by artificial process. There is no doubt beneficial results have followed this system of stocking the rivers and lakes. While there is one lobster hatchery in operation in the maritime provinces considering the importance of the industry and the immense drain on the fishery year by year, as a result of canning and the exporting of live lobsters, I am of the opinion that more should be done in the way of artificial breeding, but not exactly in the way the present system is conducted. Lobsters when hatched by natural process become the prey of fish and scavengers of the sea to such an extent that but a very small percentage of the young arrive at maturity. The young lobsters placed in the sea from hatcheries become also the prey of the fish and other sea scavengers with the result that even a smaller per cent of the artificial product in a helpless state comes to maturity. If lobsters on the other hand, could be hatched by natural process or by hatcheries and kept isolated from their sea enemies until they have matured sufficiently to be able to take care of themselves, the supply would be greatly increased. In any future expenditure for the propagation of the lobster, by artificial means or otherwise, I would recommend that the 'young' be not liberated into the mouths of their enemies when unable to take care of themselves.

## OTHER FISHERIES.

In other branches of the fishing industry there is very little to be added to what has been said in this report, as well as in previous reports. The many banks surrounding this island appear to be well supplied with cod and haddock. As years pass there appears to be no perceptible falling off in the supply, particularly on the outside banks. A large class of boats, or better still, fishing vessels of a tonnage of from thirty-five to fifty-five tons, should be employed in the fishery, instead of the small boats which will not permit fishermen reaching the outside banks.

I regret to have again to mention in this report the falling off in the mid-summer herring catch. Those excellent large fat fish which formerly visited our inshore, bays and harbours in large numbers have evidently sought other haunts as did the famous Labrador herring in Newfoundland. The cause of this disappearance from our waters cannot be accounted for. The loss is severely felt by all classes, particularly our shore fishermen and farmers living on the shores, who caught in gill-nets these fat herring for their own consumption. The spring run of herring as well as the autumn run keeps up but these fish are small and poor, lacking the delicious flavour of the mid-summer herring.

## SESSIONAL PAPER No. 22

The salmon statistics show a falling off. The drain on this fishery of late years has been great, as a result of the quantities exported fresh to foreign markets, as well as the increased consumption in our provincial cities and towns. The department has under construction a modern hatchery at Margaree, Inverness county, from which the rivers can be stocked where the drain on the fishery for commercial purposes is greatest. A similar hatchery located at St. Anns, Victoria county, would keep up the supply, no matter how great the drain, and stock all the streams.

The fishery regulations were better observed in the majority of districts than in previous years.

## SYNOPSIS OF FISHERY OVERSEERS' REPORTS FOR THE ISLAND OF CAPE BRETON.

*Overseer A. R. Forbes, of North Sydney*, in his report of the season's fisheries for 1901 states that the quantity of cod taken in his district was approximately near to that taken in 1900 but a less number of men were engaged in the industry. Herring, particularly the mid-summer run, showed a decrease; also hake, pollock and halibut. Salmon is not caught to any great extent in his district. Lobsters were plentiful, but the canneries suffered owing to the fact that many of the fishermen were engaged in fishing for the exporters. Fresh lobsters were imported into his district by local dealers from sections where the season opens earlier than in Cape Breton and this caused dissatisfaction among the fishermen, who think that measures should be taken to prohibit this importation until the open season has commenced in Cape Breton. The fishermen also complain of steamers injuring the herring fishery by dumping ashes, &c., overboard and he attributes the scarcity of these fish to this cause. The close seasons were well observed; no illegal fishing having come to his notice. The whole of the season's catch was sold to Canadian purchasers excepting a very small percentage which was used for home consumption.

*Overseer Murdock McLean, of Jacksonville*, reports a decline in the fisheries of his district caused by the old fishermen giving up the business and the young men following other means of employment. A very small quantity of cod and mackerel were taken; while herring show an average catch. There are no fishways in his district and the regulations were well observed.

*Overseer Timothy Sullivan, of Little Bras d'Or* reports, an increased catch of cod. The lobster fishery was as vigorously prosecuted as in former years but owing to unfavourable weather a smaller catch was taken. Spring herring were plentiful, but the July or mid-summer run was very scarce. The amount of fish used for home consumption was about the same as in previous years.

*Overseer M. A. McInnis, of Amaguades Pond*, reports a decrease in cod and an increase in herring. The decrease in cod he attributes to a less vigorous prosecution of the industry than in previous years. Nearly the whole amount of fish taken in his district was used for home consumption. No abuses exist and the regulations were well observed.

*Overseer John McLean, of Gabarus Lake*, reports a decrease in lobsters (both live and canned) and herring. Lobsters were plentiful in the spring but owing to unfavourable weather many of the fishermen discontinued fishing before the close of the season. He attributes the herring decrease to a heavy storm which occurred shortly after these fish struck into the bay. Cod show an increase, owing to a more vigorous prosecution of the industry. Only a small percentage of the total catch was exported, the most of it being used for home consumption. The fish-ways in his district are in good repair. The regulations have been well observed.

*Overseer C. E. Rees, of Port Morien*, reports a material increase in the catch of all kinds of fish in his district, although the industry was prosecuted less vigorously than



2-3 EDWARD VII., A. 1903

in previous years ; many of the men who formerly engaged in fishing having within the past season turned their attention to other and more remunerative means of employment. The increased catch he attributes to the fact that fish were unusually plentiful. The close seasons were well observed. The fish taken in his district was all sold in Nova Scotia, the bulk of it in the mining towns of Cape Breton.

*Overseer John McCuish, of Bateston*, reports a decrease in lobsters, cod, mackerel and herring ; while the catch of halibut was about the same as last season. The decrease in lobsters he attributes more to scarcity of these fish than to any other cause, as this branch of the industry was prosecuted with more vigour this season than the previous one. Dogfish interfered with the cod industry as well as with the herring and mackerel fishery. The whole catch (with the exception of about ten per cent which was used for home consumption) was sold in the Nova Scotia markets. No violations of the regulations occurred.

#### INVERNESS COUNTY.

*Overseer D. F. McLean, of Port Hood*, reports a decrease in every branch of the fisheries in his district with the exception of salted mackerel, dried haddock and pollock which show a slight increase. The only cause in his opinion which led to the decrease was a less vigorous prosecution of the industry. Fewer men were engaged in it, fishermen of former years devoting their time and attention to more remunerative avocations. About two thirds of the total catch was sent to Halifax and from thence exported to the West Indies and United States. About ten per cent of the remainder was exported direct to the United States and the balance used for home consumption. The fishery regulations were well observed and the special guardians used every possible vigilance in carrying out these regulations.

*Overseer Peter Gillies, of Port Hood, S.W.*, being a new officer is not in a position to give as detailed a report of the condition of the fisheries in his district as the other overseers but from information gained in his travels through the district assigned him he thinks there has been an increase in almost every branch of the industry. The regulations were well observed.

*Overseer Albert Ingraham, of North East Margaree*, reports a scarcity of salmon and trout, which are the only fish of value ascending the Margaree river. This scarcity he attributes to low water ; there being no heavy spring freshets to clean the river bed of slime and other materials left there by the slow melting of the snow in the spring. From August 1, until late in the fall, however, quite a number of salmon ascended the river. He also reports that several streams which had long been depleted are again being inhabited by salmon, especially the brook formerly called the Ingraham brook, but now known as the Margaree Hatchery Brook. Several large salmon and trout were seen in this brook during the past season, and he recommends that some protection be afforded this stream, especially from July 1, until the end of October in each year.

*Overseer Wm. Aucoin, of Eastern Harbour*, reports a total failure in the mackerel catch in his district attributable, in his opinion, to the use of the American seine, which frightens these fish from the shores. The lobster and salmon fishery has been fair. Windy and boisterous weather during the fishing season retarded to a considerable extent the progress of those engaged in the industry. He complains that quite a number of fishermen have been deprived of their privileges through the sale of Cheticamp Island. The fishing grounds of this station are the best in Inverness county, and he suggests that stringent measures be taken to ensure to the fishermen their lost rights. The regulations in his district have been well observed.

*Overseer John B. McLellan, of Kingsville*, reports an increase in spring herring and oysters in his district. All the fish taken was used for home consumption, with the



## SESSIONAL PAPER No. 22

exception of a portion of the herring which was sold to fishing vessels for bait. The close seasons were well observed, the special guardians using all possible vigilance in protecting the fisheries.

## RICHMOND COUNTY.

*Overseer D. R. Boyle, of West Arichat*, reports an increase in fresh salmon, cod, halibut, smelts, alewives and eels, and a decrease in herring, mackerel and canned lobsters. The increase in cod he attributes to the successful fares of the Descousse vessels fishing in the North bay; while the decrease in the catch of most of the other fisheries he assigns to the scarcity of fish along the coast. The several close seasons were well observed. He regrets that there are no fishways in his district, as the brook at Rocky bay flowing from Shaw's lake was, he is informed, prior to the erection of a carding mill thereon, the resort of large quantities of eels, smelts and gaspereaux; whereas it is seldom that any of these fish are now seen in said stream. The Island of Isle Madame contains many large and small lakes which might be successfully used, he thinks, for fish breeding purposes. The great bulk of the fish caught in his district (with the exception of about 10 per cent, which was used for home consumption) was exported to Halifax, P. E. Island and Great Britain.

*Overseer Arthur Brymer, of Lower L'Ardoise*, reports that the fisheries in his district for the past season have been fairly prosperous. There has been an increase in salmon, herring, fresh mackerel, cod and halibut, and a decrease in canned lobsters, pickled mackerel, hake, trout, smelts and alewives. More men were employed in the prosecution of the industry than in the previous year. A large portion of the catch in the different branches was shipped to Boston and Halifax, and the remainder used for home consumption. There are three fish-ways in his district; all in good repair. The regulations were well observed.

*Overseer Arch. Morrison, of Cannes*, reports a gratifying increase in the total value of all fish caught in his district over the year 1900. This increase was due wholly to the large catches taken, especially of mackerel, herring and cod, as the prices of almost all kinds of fish ranged higher in 1900 than in the past season. There was also an increase in the value of fishing gear, owing to the fact that more expensive and better appliances were used in the industry than formerly. A great quantity of the fish taken was exported to different parts of Canada; the larger portion being sold in Halifax. The quantity used for home consumption was the same as in previous years, viz.: 5 per cent. The close seasons were well observed. There are no fish-ways in his district and none required.

## VICTORIA COUNTY.

*Overseer Alex. Morrison, of Wreck Cove*, reports a decrease in lobsters, owing to scarcity of lobster bait in the early part of the season, and to unfavourable weather. There was also a decrease in herring. He reports an increase in mackerel and haddock. Nearly all the fish taken in his district was exported with the exception of herring, which is largely used for home consumption. The pickled fish in almost all branches is sold in Halifax, while the fresh article finds ready sale in the Sydney markets. The fishery regulations have been well observed and all fish-ways in his district are in good order.

*Overseer D. P. Montgomery, of Neil's Harbour*, reports an increase in mackerel and a decrease in cod. He attributes the decrease in cod to scarcity of bait. About the same number of fishermen engaged in the industry this season as last. A large quantity of the total catch was shipped to Sydney, Halifax and Newfoundland; about three per cent being used for home consumption.

2-3 EDWARD VII., A. 1903

*Overseer Angus McLean, of Ingonish*, reports very little difference in the catch of 1901 as compared with that of 1900. A few more men engaged in the industry. The catch of cod was exported to Montreal and Boston. That of all other branches of the industry, with the exception of a small percentage used for home consumption, was shipped to Halifax and Sydney. The regulations have been well observed. On the whole it has been a fairly prosperous season.

*Overseer W. R. Moffatt, of Cape North*, reports that while there has been a smaller number of men engaged in the industry than last season, yet the total catch shows an increase. The branches which go to make up this increase are salmon, mackerel and cod. Herring was a failure. There was also a decrease in halibut and pollock. All the mackerel taken in his district are exported to the United States. The salmon catch was shipped to Halifax and North Sydney. About eighty per cent of all other fish taken was shipped to Halifax and the remainder used for home consumption. No violations of the fishery laws came to his knowledge.

*Overseer Duncan Gillis, of Baddeck*, reports an increase in all branches of the industry in his district with the exception of salmon which shows a decrease, owing to the scarcity of these fish in St. Patrick's channel. The most notable increases are in spring herring and cod. A larger number of men and boats engaged in the industry than in the past season. About sixty per cent of the total catch of salmon is sold in the home markets, the balance being shipped fresh. Of the other branches, the total catch is sold in the local markets and used for home consumption. The regulations were well observed. Several of the fishermen in his district complain of scarcity of bait at certain seasons of the year, and are desirous of having a small cold storage station erected, which, they claim, would be of great benefit to the fisheries. This overseer strongly recommends this.

*Overseer Chas. McRae, of Middle River West*, reports a reduction in the total quantity of fish taken at North Side Little Narrows. The cause of the general decrease he attributes to a less vigorous prosecution of the industry than formerly, the fishermen devoting their time and attention to other occupations. With regard to South Side Little Narrows, Overseer McRae is unable to ascertain the condition of the fisheries there as compared with the year 1900, as Overseer Gillis took up statistics at this place last year. However, he is of the opinion that the fishermen there do not very vigorously prosecute the industry, only endeavouring to catch a quantity sufficient for home consumption. About seventy-five per cent of the total catch was used for home consumption, the remainder being shipped to Halifax and other parts of the province. The regulations were strictly observed.

I have the honour to be, sir,

Your obedient servant,

A. C. BERTRAM,  
*Inspector of Fisheries.*



## SESSIONAL PAPER No. 22

## DISTRICT No. 2.

## ANNUAL REPORT ON THE FISHERIES OF DISTRICT NO. 2, NOVA SCOTIA, COMPRISING THE COUNTIES OF ANTIGONISH, COLCHESTER, CUMBERLAND, GUYSBOROUGH, HALIFAX, HANTS AND PICTOU.

PICTOU, N.S., January 2, 1902.

To the Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—I have the honour to submit my annual report of the fisheries of district No. 2, Nova Scotia, together with tabulated returns showing the increase or decrease of each kind of fish.

The estimated value of the total catch for the past season is \$1,969,241, as compared with the value of the catch for the season of 1900 \$2,112,022, showing a decrease of about seven per cent. When we remember that the catch of 1900 was thirty-four per cent above that of any of the previous eleven years, and compare the value of the fish taken this year with that of the previous twelve years, it will be found to be about twenty per cent over the average catch.

The following table shows the aggregate value of the catch for the several years since this district was established :

1890.....	\$1,453,015
1891.....	1,640,912
1892.....	1,357,208
1893.....	1,427,605
1894.....	1,510,900
1895.....	1,429,789
1896.....	1,245,460
1897.....	1,461,327
1898.....	1,456,271
1899.....	1,721,735
1900.....	2,112,022
1901.....	1,969,241

Of the anadromous fishes the reports show :

An increase in the catch of salmon of .....	24 per cent.
“ “ “ smelts of .....	23 “
A decrease “ “ gaspereau .....	14 “
“ “ shad .....	45 “

Of the deep sea fishes :

Halibut shows a decrease of about.....	50 “
Hake “ “ “ .....	25 “
Cod “ an increase “ .....	11 “
Haddock “ “ “ .....	75 “
Pollock “ “ “ .....	42 “

or, if the catch of the whole cod family be included and compared with last season, it will be found that there is an increase of about 42 per cent.



2-3 EDWARD VII., A. 1903

## SALMON.

I find the quantity reported caught, was the largest taken in the district for twelve years and an increase of 22 per cent over that of last year. This increase has been upon the Atlantic coast and Strait of Northumberland; upon that part of the district washed by the Bay of Fundy the catch was less than last year, a decrease of 22 per cent. This is attributed to the failure of the shad fishery. Most of the salmon taken in the bay are caught in nets fished for shad, and if there are no shad, the salmon fishery alone will not pay for the requisite time and outlay.

The autumn months of the year have been very unfavourable for the salmon fishery; the rainfall was small, consequently the rivers low, and in many of the streams flowing into the Straits of Northumberland the fish could not ascend, and in others they were more liable to destruction by poachers.

## SHAD.

The returns show a great falling off in the catch of this fish, particularly in Colchester county, where the average catch has been about 900 barrels, and this season only 253 barrels are reported.

The following table shows the reported catch for each year since this district was established:—

	Barrels.		Barrels.
1889.....	535	1896.....	1,079
1890.....	750	1897.....	1,352
1891.....	1,178	1898.....	2,777
1892.....	1,811	1899.....	3,208
1893.....	1,346	1900.....	1,375
1894.....	951	1901.....	749
1895.....	1,185		

The fishermen who are interested in the shad fishery complain that the present close season for shad from Friday night to Monday morning is no protection; that, instead of this, there should be a close season when the fish are in the rivers to spawn, that is, in the months of May and June.

## ALEWIVES.

The returns show a small catch of these fish. The catch for 1897 was 2,795 barrels, and for 1899, 2,682 barrels; that for the present year, 2,840 barrels. These are the three years having the smallest catch reported. The average catch since 1896 has been 3,200 barrels, and the average for six years prior to 1896 was 4,500 barrels.

## SMELTS.

There were more smelts caught during the past year than there has been for any year but one since 1889, and an increase of nearly 20 per cent over last year. This increase was chiefly in Cumberland and Guysboro' counties.

## HERRING.

Compared with last year's catch, there is a decline of about 9 per cent.

## MACKEREL.

Last year the catch of these fish was the largest during the past twenty years; since 1889 it has fluctuated from 9,000 barrels in 1895 to 44,000 in 1900, the average catch being about 20,000 barrels.

## SESSIONAL PAPER No. 22

This season the catch is 33,000 barrels, and two-thirds of what were taken in the district were caught in Halifax county.

## LOBSTERS.

The returns of this fishery show a decrease of about 9 per cent in the quantity canned, but an increase in the quantity exported in the shell. If this increase had been canned, the product of the fishery would have been  $6\frac{1}{2}$  per cent less than last year. This decrease was chiefly the Atlantic coast, for the returns from canneries on the Strait of Northumberland show an increase of 4 per cent over that of last year.

The returns from Guysboro' County show a decrease of 33 per cent from last year.

Those from Halifax County, indicate that, on that part of the district the catch was about the same as the previous year.

Excepting on that part of this district bordering on New Brunswick the close season for lobsters has been better observed this season than it has ever been.

The Patrol Boat *Florence C.* on the Atlantic coast has suppressed the illegal fishing which prevailed there, and the fishermen generally assist the officers by giving information of any gear illegally set.

Overseer Campbell of Cumberland County, succeeded in locating a number of trawls with probably 600 traps attached and with the aid of the launch *Davis* confiscated them and it is hoped that in that part of the district the illegal fishing has also been suppressed.

Fifteen cases were tried before the Inspector for violation of the Fisheries Act, and in eleven the parties were convicted, in four others the evidence did not warrant conviction.

Twelve nets were seized and confiscated for violation of the Fisheries Act.

## SYNOPSIS OF OVERSEERS' REPORTS.

*Overseer A. R. McAdam, of Antigonish County*, remarks that the salmon fishery shows an increase of 14 per cent over that of 1900. The catch of spring herring was good, but the mid summer run was a failure. There was a decrease in the cod, haddock and hake fisheries attributable to the scarcity of bait and to the appearance of dog fish in the fall, which greatly retarded deep sea fishing. The close seasons were well observed. One net was confiscated, having been seized by Guardian Delerey.

*Overseer Davison, of Colchester*, says regarding the fisheries of that part of Colchester County, on the Bay of Fundy, that is not very encouraging. The shad fishery, which is the principal fishery, has declined in an alarming degree. The catch in 1899 was 1,403 barrels, in 1901 it was 77, which is the smallest catch that he has known. This decline was not owing to weather for the season was exceptionally fine. In former years it was no uncommon occurrence to catch 4,000 to 5,000 barrels in one season. The chief reason is the destruction of the fish when in the rivers to spawn; and the rivers particularly mentioned are the Shubenacadie and Stewiacke in which nets are set during spawning season, so closely to each other that it is nearly impossible for shad to pass them. These nets are set  $\frac{3}{4}$  across on one side, but another will be set on the opposite side a few rods further up the river and will extend the same distance across so that practically the whole river is occupied with nets. The only close season being from Friday night until Monday morning. The falling off in the catch of salmon is largely due to the shad fishery failure for it does not pay to prosecute the salmon fishery only. The other fisheries were about an average. There was no illegal fishing, so far as he is aware and no fines have been collected.

*Overseer James R. Mosher, of Hants County*, says the failure in the shad fishery was felt very much, for it was almost a complete failure. After 20 years' observations his opinion is that shad will require more protection when in the rivers or they will not



2-3 EDWARD VII., A. 1903

increase. There should be no fishing for shad until June 15. Seine fishing for shad should be prohibited and net fishing very much restricted. Sawdust in the rivers is injuring this fishery. The close seasons, for fish were generally well observed.

*Overseer Angevine, of Cumberland County*, says the two fishways in his division are considered in fairly good condition. Fish were not so plentiful as last year.

*Overseer Campbell, Cumberland County*, says generally speaking the lobster fishery starts well and the catch is good, but this season it fell off at the close and altogether was not as good as in former years. He has spent considerable time and has made some progress in having the close season enforced regarding lobsters and with the aid of the launch *Davis* destroyed 16 gears and confiscated one boat, and is in hopes that this will prevent further illegal fishing. The herring fishery was not up to the average, which was perhaps owing to the heavy ice returning and preventing nets being set for the first school. The gaspereau fishery was better than in 1900.

There is a disposition to violate the law with regard to smelt by setting bag nets at night, and there is considerable difficulty in enforcing the law. While the Intercolonial Railway authorities will not carry smelts taken out of season, he says the Express Company will. He finds that the owners of dams do not maintain fishways in efficient condition, but the latter are frequently found filled with rubbish, and he proposes to deal stringently with such cases.

*Overseer David Reid, of Guysboro County*, says that the decline in the lobster fishery was owing largely to very rough weather in April and May, but there was also a noticeable scarcity of fish. In all of his division of Guysboro county the salmon were more plentiful and the catch was about 25 per cent over last year. The herring fishery was a failure, most of the fishermen believe that in their course along the coast southward that the fish kept outside of the usual fishing grounds. An increase in the halibut and cod fisheries is noted. The weather was fine in the fall months and there was an abundance of squid for bait. The different close seasons were well observed. The patrol boat *Florence C.* has checked illegal fishing for lobsters so that now there is no evidence of illegal fishing.

*Overseer Robt. Gaston* notes an increase in the cod, haddock and halibut fisheries but a decrease in the catch of herring and mackerel. This latter was owing to the abundance of squid which destroyed the fish caught in nets. The decrease in the lobster fishery was owing to the boisterous weather, particularly in April. Many of the fishermen ceased to fish for lobsters and fished for cod. The close seasons were well observed, there was no illegal fishing for lobsters. A new fishway was built in the dam on Tangier river and the one on Moser river was repaired.

*Overseer Rawlings* says that the patrol boat *Florence C.* has done excellent work in suppressing the packing of lobsters in close season. There were no lobsters illegally packed in his division last season, but he greatly fears that if the patrol boat were not on the coast that there would be illegal fishing again. There will be more work required on the Porter's lake outlet before it will be of value to the fisheries.

*Overseer Kennedy* notes the construction of a large dam on Ingram river which, however, has been provided with a fishway. The mackerel were not in such abundance as last year but a good catch was made. There was some illegal fishing for lobsters but in a small way. He secured the assistance of some fishermen and destroyed such traps as were illegally set.

*Overseer James Kitchin, of Pictou County*, says the catch of herring and salmon was somewhat larger than that of the previous year, other fisheries were about the same. One exception, however, is noted, viz., the squid, which rarely are found in that part of the straits, but this season during November, there were large quantities in River John harbour, and were thrown up by the waves on the beach. There were seven boats and



## SESSIONAL PAPER No. 22

eleven more men fishing for lobsters than last season, but a smaller quantity was taken than in 1900. The fish were not so plentiful, the average size was large, and there was a scarcity of bait at the opening of the season. He strongly urges construction of fishways so that salmon can visit the head waters of the River John. There are two dams on this river which obstruct the passage of the fish. There are some still in the river and with anything like fair-play they would greatly increase.

*Overseer Pritchard, of Pictou*, remarks regarding the lobster fisheries of Pictou Island, that the size of the fish taken would compare favourably with that of any season during the past decade. The quantity taken was not so large as last season. Storms which prevailed during the early part of the season did great damage to the gear. He found the law well observed, both in relation to the size limit and berried lobsters. No extensive fishing of cod, &c., prevails, those caught being chiefly for home consumption. The run of salmon in the rivers of Pictou county in his division was below the average. The increased population owing to the development of the coal and iron industries, leads to more violations of the law regarding the close season for salmon. Some of the miners as well as residents along the rivers were busy with torch and spear and nets. This fishing is almost invariably done at night under cover of darkness and they have a watch kept, and as soon as the officers are seen the alarm is given and the poachers escape to the woods. However, seven nets and a boat with spears were captured and confiscated. Most of this illegal fishing was on the Middle river. The East river for 15 miles from the harbour was free from fishing, and for the next twelve miles the law was fairly well observed. Sea trout were not numerous, they appear to be leaving the rivers. Some of the lakes which were excellent fishing places for trout are not at all equal to their former productiveness, chiefly owing to dams, the fish get down stream to spawn and cannot return.

*Overseer A. McDonald, of Pictou County*, says, regarding the salmon fishery of the Strait of Northumberland, that there was an increase over the catch of last year. The catch of spring herring was not as large. That of lobsters about the same as last year, while cod, mackerel and hake were scarce. The guardians worked faithfully to protect the rivers. There was some poaching carried on by persons in disguise at night, but the parties escaped arrest and identification. Salmon ascended the rivers earlier than usual and in large numbers.

*Overseer George H. Henderson, of Colchester*, has confiscated several nets set for salmon. The taking of one of these nets involved serious consequences to the guardian, Alexander Hayman, for, some unseen persons from the bank of the river threw stones at the officers, one of which struck him on the leg, and so injured the bone that he was for eleven weeks unable to work.

I have the honour to be, sir, your obedient servant,

ROBERT HOCKIN,  
*Inspector of Fisheries.*

## DISTRICT No. 3.

MILTON, QUEEN'S CO., N.S.,  
January 2, 1902.

To the Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—I have the honour to transmit the fishery statistics of District No. 3, Nova Scotia, for the year now ended, and I am pleased to report a large increased value in the total product of our waters.

1901, the aggregate amount was .....	\$4,954,932 40
1900           "           "           " .....	4,625,042 60

Showing an increase of ..... \$329,889 80

Nearly every branch of the fisheries in this district shows an improved catch—which with good markets, make it more than an average season for all those engaged in this industry.

## SALMON.

The yield of this fish shows an increase of nearly two thousand dollars. It is a difficult matter to secure accurate returns of this important fishery, which is more valuable than our figures would make it appear, from the fact that this sport brings to our shores men who spend large sums of money for their recreation. The salmon and trout fishery induce many tourists to visit our province, who would not do so otherwise, and I would here call the attention of your department to the necessity of better regulations, both as regards the removal of obstructions in the rivers, and to regulate the manner of fishing as well. The somewhat strained relations between the sportsman and net fisherman could be easily adjusted without prejudice to either.

## HERRING.

The increased yield of this fish is satisfactory—\$172,930 in 1901—against \$155,457 in 1900, an increased value of nearly \$18,000. The movements of herring seem to be somewhat erratic. In places where they used to be plentiful they are now seldom seen. If, as some say, the putrid bait of the lobster traps keep the herring and mackerel off the coast, why is it that where the traps are most in evidence these fish are still found in number.

## MACKEREL

Still show a decreased catch—\$203,481 in 1901—against \$331,979 in 1900. It is quite evident that for some cause, this very important fishery is fast becoming a complete failure. All kinds of reasons are held for this, but no one seems to suggest any thing practical on the question. It is a pity they should desert our shores, as they bring remunerative prices.

## SESSIONAL PAPER No. 22

## LOBSTERS.

This important industry deserves more than a passing observation. The United States market for live lobsters being within a few hours reach of some of our counties, notably, Digby, Yarmouth and Shelburne, a large and growing trade has sprung up between us, a trade that will be extended to Queens and Lunenburg as well, when the contemplated railroad from Halifax to Yarmouth is completed. This industry despite the opinion of pessimists does not show any falling off neither in catch nor in price, but runs over the million dollars in District No. 3 alone. The comparative statement is :—

1901.....	\$1,341,897 00
1900.....	1,027,875 60

An increase of over ..... \$300,000 00

The regulations are fairly well observed, but the temptation to use illegal fish seems a difficult matter for some packers to get over. We are pleased to note that lobster hatcheries are being placed in the maritime provinces, and hope in the near future to see one or two somewhere in our district, one in St. Mary's bay and another somewhere in Shelburne or Queen's, on the Atlantic coast.

## COD.

The increase in the total value of the catch of cod this year amounts to over \$300,000.

In 1901.....	\$2,118,064
In 1900.....	1,807,570

Lunenburg, with her magnificent fleet of fishermen, leads, as usual, with Digby a close second.

## HADDOCK

Show an increased value of \$82,576 ; pollock a decrease, and hake a large falling off.

## HALIBUT,

For some unexplained reason, show a decreased catch of over \$50,000. Shad and trout show a small decrease, but alewives an increase of over \$7,000.

Thus, it will be seen, the increase stated is made up from the more important branches of the fishing industry and makes a very satisfactory showing.

I would again call the attention of your department, now that the bait cold storage question is settled and lobster hatcheries in progress, to the so-called dog-fish nuisance. These fish are rich in phosphates, and a small bounty paid to parties who would manufacture them into manure would serve a twofold purpose, make the fish of value for catching and enrich the farms with cheap fertilizers. They are an intolerable nuisance to the fishermen, destroying their gear and, under existing circumstances, are increasing rapidly.

I inclose extracts from several of the fishery overseers, to which I would respectfully call your attention.

*Overseer Hatfield, of Yarmouth*, states that twenty per cent more lobsters were canned than in 1900. Live lobsters shipped, about the same. Cod, much larger catch and prices higher. Mackerel, seventy-five per cent less, with prices low. Herring, increased catch ; prices higher. Alewives, increase in catch and price, and all other fish a fair average.



2-3 EDWARD VII., A. 1903

*Overseer Goudey, of Barrington*, reports that the lobster fishermen have done well. Not as many large ones as last year, but the prices ran high and satisfactory. Cod, above the average. Herring, about 4,000 more barrels than last year. All other fish gave average catch.

*Overseer G. K. Hines, of Shelburne*, says all kinds of fishing are ahead of last year. Herring, nearly double. Lobsters, an increased catch and price. Shore fishing better all round.

*Overseer J. L. Bain, of Queen's*, states that all kinds of fisheries are better than last year. Cod, exceedingly good all along the coast. Boisterous weather shortened the lobster season, yet the catch fell but little short. Herring, in particular, were much more abundant.

*Overseer J. B. Morris, of Bridgewater, Lunenburg West*, states that the catches of fish differ very slightly from last year. A small increase in salmon. Herring about the same. A slight increase in mackerel. Lobster fishing as good as last year. Cod, a small increase. Other fish an average catch. I consider the year's fishing has been successful.

*Overseer Jno. A. Webber, of Chester, Lunenburg East*, says that the year 1901 can be noted as a good average for fish in his district. The lobster catch, an increase. Mackerel, a fall off. Codfish excellent all along the line. Other just a fair average. Dog-fish very numerous and destructive to the nets. Bankers, as a rule, did well.

*Overseer H. Parks, of Annapolis*, says that there has been an average catch of all kinds of fish except herring, which were very scarce.

*Overseer G. B. Bishop, of Digby*, says that our fishermen in every branch of the service have had a prosperous year. The catch of all kinds has been above the average.

All of which is respectfully submitted.

Your obedient servant,

L. S. FORD,

*Inspector, District No. 8.*

APPENDIX No. 3—*Con.*

FISHERY STATISTICS

FOR THE YEAR 1901

NOVA SCOTIA

DISTRICT No. 1 -Cape Breton Island

“ No. 2--Seven Eastern Counties

“ No. 3--Seven Western Counties.





## SESSIONAL PAPER No. 22

## RETURN showing Quantity and Value of Fish, &amp;c.—Nova Scotia—Continued.

FISHING DISTRICT.	KINDS OF FISH.												FISH PRODUCTS.		TOTAL VALUE OF ALL FISH. \$	Number.				
	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alewites or Gas- pereau, brls.	Reels, brls.	Flounders, lbs.			Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.
<i>Richmond,</i>																				
1 Gut of Canso to Port Malcolm.....	640			230		100		90			16500	350	20	31000			8	400		27,027 00
2 River Inhabitants to St. Louis.....	376			190		100		71				150						168	255	18,754 90
3 River Bourgeois.....	4475			270		22		131						38000				1800	100	29,394 20
4 Janvrin Island.....	231		1200	122		84		18	1325		2000	70	12	37000			80	240	175	7,287 50
5 Arichat to Cape Auguet.....	2155	8	6500	916		30	12	309	7275		17000	97	116	33290			141	940	1450	52,821 40
6 Petit de Grat.....	1250	4	125000	1316	91400	30	10	340	3100		600	5	24	197000			210	480	1200	54,735 30
7 Rocky and vicinity.....	404		2000	149		1		103	1050		2000	34	18	103000			75	623	800	20,997 25
8 Descousse to Martinique.....	4804	20	600	194		43		54			21500	44	470	65600			83	251	2442	35,527 55
9 St. Peter's.....	724			79		28		105						15000			80	240	90	4,812 00
10 Grande Grève and vicinity.....	150	4	22000	80		28	21	160	700	800		58	26	32000	9000	40	104	72	75	17,715 00
11 Rockdale.....	500	4	17000	500		15	30	460	10000	200		100	4	45000	9000	40	200	120	90	30,360 75
12 L'Ardoise, lower and west.....	5700	23	20000	2900		40	45	1350	90000	377		580	17	17000	13000	190	670	1900	290	127,045 20
13 St. Michael to Grand River.....	580	6	7000	100		30	9	150	2700	400		68	14	4000	3600	45	460	580	47	22,229 70
14 L'Archevéque.....	300	3	5000	40		20	6	70	6000	250		23	11	4000	2000	20	200	280	16	13,850 00
15 St. Esprit to Fourchu.....	1900	15	4400	750		120	102	370	12300	1130		95	70	15000	9300	218	269	1939	495	40,631 80
16 Irish Cove to Indian Reserve, in- cluding Linchy's River.....	1098			60		40	17	200	5000	1000	2000	33	50	5000	3000	50	30	120	15	8,018 50
17 Morrison Harbour to Black River.....	286																			2,367 00
Totals.....	25583	87	210700	7896	91400	573	252	3981	139450	4157	61600	1707	852	993800	48900	1200	5008	13776	4656	513,584 05
Values.....	102332	870	6321	23688	5484	1289	126	7962	13945	415	3080	6828	8520	49690	2445	4800	10016	4133	6984	

RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the quantity and value of Fish in the County of Cape Breton—Nova Scotia—Con.

Number.	Districts.	FISHING VESSELS AND BOATS.					FISHING GEAR OR MATERIAL.					KINDS OF FISH.							Number.			
		Vessels.			Boats.		Gill Nets.			Trawls.		Salmon, fresh, lbs.	Salmon, salted, brls.	Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserv- ed in cans, lbs.		Lobsters, fresh in shell, cwt.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Fathoms.	Value.	Number.	Value.											
<i>Cape Breton.</i>																						
1	Gabarus Bay and Lake.	1	20	800	6	44	2500	112	296	5870	2910	..	..	2000	2	450	1800	11500	260	94896	900	1
2	Louisburg to Lorraine.	2	40	800	9	58	1450	121	380	9000	2690	..	..	3800	6	205	1800	11500	460	70296	..	2
3	Little Lorraine to Mira Bay.	4	62	1250	18	66	1000	153	413	12142	3264	37	246	8650	4	711	1150	870	408	46110	..	3
4	Scatarie Island.	..	..	..	..	19	950	47	40	600	400	..	..	..	..	24	30	..	30	..	..	4
5	Port Morien and vicinity.	2	35	1025	6	49	532	53	201	5005	1631	101	256	950	..	323	400	2000	97	92016	..	5
6	Schooner Pond and Glace Bay.	4	88	1800	22	34	1000	75	500	10000	3000	80	800	1100	..	250	..	..	37	9600	31	6
7	Lingan and Low Point.	4	42	1000	12	23	550	65	450	9500	2500	75	750	1200	..	240	..	800	45	83216	8	7
8	South Bar and Sydney.	..	..	..	..	8	175	24	100	1000	600	25	250	..	..	50	..	1500	12	..	..	8
9	Little and Big Ponds.	..	..	..	..	20	220	25	55	1375	240	1	8	3500	..	20	2000	1500	45	78376	..	9
10	Little Bras d'Or.	5	74	1600	26	48	900	96	170	4250	600	70	500	100	..	76	3000	600	45	..	..	10
11	North Sydney to Poisdale.	1	60	380	5	32	407	54	75	1500	355	12	104	..	..	1164	..	2000	..	210	..	11
12	Shunacadie to Christmas Island.	..	..	..	..	11	120	14	12	268	68	6	18	..	..	63	..	..	..	..	..	12
13	Grand Narrows.	..	..	..	..	8	135	16	14	300	78	9	27	..	..	70	..	..	..	..	613	13
14	Piper's Cove to Eskasonie.	..	..	..	..	26	347	39	48	974	269	22	66	144	..	315	269	22	66	..	1414	14
15	East Bay.	..	..	..	..	9	100	11	11	220	56	6	15	..	..	55	..	..	..	..	15	15
16	Middle Cape to Irish Cove.	..	..	..	..	17	228	23	21	424	136	12	32	..	..	70	..	..	..	..	..	16
Totals.		23	421	8655	104	472	10614	928	2766	62428	18707	456	3072	21444	12	4086	24550	19270	1394	430720	959	
Values.		..	..	..	..	..	..	..	..	..	..	..	..	4289	180	16344	245	2312	20910	86144	4795	

## SESSIONAL PAPER No. 22

RETURN showing the Number, Tonnage and Value of Vessels and Boats, and the Quantity of Fish, &amp;c.—Nova Scotia.—Con.

Number.	DISTRICTS.	KINDS OF FISH.												FISH PRO-DUCTS.		TOTAL VALUE OF ALL FISH.	Number				
		Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Alwives or gas- pereau, brls.	Beils, brls.	Oysters, brls.	Flounders, lbs.			Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brs.
<i>Cape Breton.</i>																					
1	Gabarus Bay and Lake	2925			67	34	28	800	2000	10	8800	130	35			206	28	1520	36	44,722 70	1
2	Louisbourg to Lorraine.	1250			400		150											1250	170	32,519 20	2
3	Little Lorraine to Mira Bay	2900			517		74	1480		4		43						1340	14	34,173 90	3
4	Seatarie Island.	800			140		50	5000								20		700	40	5,116 00	4
5	Port Morien and vicinity	2046			9			4500				4	10			23			433	31,149 20	5
6	Schooner Pond to Glace Bay	1250			45	15	13	7007			2500	14				95		650	86	10,565 75	6
7	Lingan to Low Point	1950			290		17	2600								30	15	1450	125	18,588 70	7
8	South Bar and Sydney	275			20		6	600										10	20	1,751 00	8
9	Little and Big Ponds.	26						300											100	1,364 00	9
10	Little Bras d'Or.	259			90	14	37	7000			9000		13		2400	50	55	300	2000	24,247 70	10
11	North Sydney to Boisdale.	1060											5							9,228 00	11
12	Shunacadie to Christmas Island.	122									1300	12	11					14	15	999 70	12
13	Grand Narrows.	120									700							10	15	850 50	13
14	Piper's Cove to Eskasonie	316									1600	22	62					34	36	3,545 00	14
15	East Bay.	55									400		11					6	5	599 30	15
16	Middle Cape to Irish Cove.	130									900	18	12	8				28	22	1,140 40	16
	Totals.	15754	33	4550	1578	63	375	29289	3300	14	25200	243	169	8	2400	424	98	7312	3117		
	Values	63016	330	136	4734	141	750	2928	330	140	1260	972	1690	32	120	1696	196	2194	4676		220,561 05



RETURN showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the quantity and value of fish in the County of Victoria, Province of Nova Scotia.—Con.

DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.				KINDS OF FISH.								
	Vessels.			Boats.			Gill Nets.		Trawls.		Salmon, fresh, lbs.	Salmon, preserved in cans, lbs.	Salmon, salted, brls.	Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Number.	
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Number.	Fathoms.	Value.	Number.									Value.
<i>Victoria County.</i>																			
1 Big Bras d'Or.....	..	..	..	26	24	38	36	60	15	18	900	..	..	182	1100	..	..	109	1
2 Little Narrows.....	..	..	..	65	51	497	120	2685	586	23	860	..	..	70	14550	100	..	15	2
3 Baddeck Bay and vicinity.....	..	..	..	31	31	557	72	1910	561	8	3080	..	..	183	..	..	299	4	3
4 Indian Brook to Smoky Head.....	1	12	200	4	110	1274	293	8140	2975	44	6100	1200	11	..	..	..	420	5	4
5 South and North Bays.....	1	16	300	5	135	2300	202	10560	2744	72	450	12220	29	50	..	..	30	6	5
6 Ingonish and vicinity.....	1	14	300	5	12	160	48	1152	182	5	35	..	..	..	..	..	15	7	6
7 Green Cove and South Point.....	..	..	..	26	24	217	30	630	190	8	60	3900	..	..	..	1400	15	7	8
8 Neils Harbour.....	..	..	..	73	79	1294	140	3040	821	13	100	..	..	..	..	10879	49	8	9
9 New Haven.....	..	..	..	57	54	791	71	1490	371	2	7	17370	..	10	..	2100	5	9	10
10 Dingwall.....	..	..	..	60	26	320	76	3240	1410	..	..	..	..	..	..	..	238	10	11
11 White Point.....	..	..	..	47	22	442	38	1440	728	11	76	2000	1440	22	166	..	78	11	12
12 Sparlings Brook to Money Point.....	..	..	..	22	12	96	22	14	420	120	..	..	..	..	..	..	118	12	13
13 Bay St. Lawrence and vicinity.....	..	..	..	22	40	384	140	2470	990	1	10	5146	..	1	45	..	129	13	
Totals.....	3	42	800	14	614	8370	1456	37237	11693	205	1210	51376	2640	63	714	15050	14479	1505	
Values.....	..	..	..	..	..	..	..	..	..	..	..	10315	396	945	2856	157	1737	22375	

## SESSIONAL PAPER No. 22

RETURN showing the quantity and value of fish, &c.—Nova Scotia.—*Con.*

Number.	KINDS OF FISH.																	TOTAL VALUE OF ALL FISH.		
	Lobsters, preserved in cans, lbs.	Lobsters, fresh, in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lbs	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or mas- pereau, brls.	Eels, brls.	Oysters, brls.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.		Fish as bait, brls.	Seal skins, number
Victoria County.																				
1	Big Bras d'Or.....	286	.....	150	13	174	.....	1050	2550	35	51	75	.....	2825	.....	10	98	26	.....	3,786 25
2	Little Narrows.....	350	.....	12	2	15	2000	100	1800	11	13	.....	.....	600	.....	4	66	13	.....	3,723 15
3	Baddeck Bay and vicinity.....	99	.....	198	.....	49	1800	.....	.....	.....	.....	.....	.....	.....	.....	23	423	248	.....	2,365 30
4	Indian Brook to Smoky Head.....	34488	.....	714	.....	.....	600	.....	.....	.....	.....	.....	.....	.....	.....	400	2000	185	.....	17,968 50
5	South and North Bays.....	2875	.....	850	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	100	800	53	.....	27,432 90
6	Ingonish and vicinity.....	1614	.....	220	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24	250	30	.....	12,269 50
7	Green Cove and South Point.....	6048	.....	33	.....	22	1000	.....	.....	.....	.....	.....	.....	.....	.....	82	2834	97	.....	3,312 60
8	Neils Harbour.....	11952	.....	103	.....	44	1000	.....	.....	.....	.....	.....	.....	.....	.....	94	2400	189	.....	10,991 38
9	New Haven.....	16032	.....	50	.....	50	9800	.....	.....	.....	.....	.....	.....	.....	.....	20	2000	.....	.....	11,306 90
10	Dingwall.....	7776	.....	250	.....	30	2625	.....	.....	.....	.....	.....	.....	.....	.....	90	626	.....	.....	11,549 20
11	White Point.....	4608	.....	794	.....	268	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	.....	.....	8,553 15
12	Sparlings Brook to Money Point.....	54	.....	17	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	40	.....	45	2,137 25
13	Bay St. Lawrence and vicinity.....	11904	.....	456	.....	40	.....	.....	.....	.....	.....	.....	.....	.....	.....	60	460	.....	.....	8,179 00
	Totals.....	122560	11	10305	2050	15	424	18825	1150	4350	46	64	75	3425	897	13	11997	841	46	.....
	Values.....\$	24512	55	41220	6150	34	848	1882	115	218	184	640	300	171	3588	26	3599	1262	57	124,105 08

RETURN showing the Number, Tonnage and Value of Vessels, Boats and Nets and the Quantity and Value of Fish in the County of Inverness, Province of Nova Scotia, for the Year 1901.

DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						KINDS OF FISH.							Number.		
	Vessels.			Boats.			Gill Nets.			Trawls.			Salmon, fresh, lbs.	Salmon, preserv- ed in cans, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserv- ed in cans, lbs.		Lobsters, fresh in shell, cwt.	
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Number.	Fathoms.	Values.	Number.	Value.											
<i>Inverness County.</i>																						
1	Meat Cove to Fishing Cove	1	12	150	4	63	877	134	1695	1445	32	32	1695	9	25533	616	175	43608	150	31	860	1
2	Grand Etang and vicinity	19	231	4160	84	26	1130	87	25	193	5	35	5	400	9700	400	175	28368	31	2	2	2
3	Eastern Harbour	2	21	350	8	45	3458	158	35	476	5	50	5	108	1150	1039	108	28584	31	2	2	2
4	Cheticamp	35	1000	95	85	3000	1200	10	200	220	10	200	10	100	1150	1039	108	15560	55	5	25	4
5	Belle Côte.	46	940	121	89	4360	1930	9	130	1930	9	130	9	108	17370	616	108	1004	55	5	185	6
6	Doucet's Cove to Chimney Corner	56	1230	105	63	1950	1140	5	65	6500	42	300	42	300	1800	528	42	5280	35	7	371	8
7	Margaree and vicinity	10	150	22	14	350	140	4	20	190	46	190	46	190	1800	528	233	20112	8	8	1056	8
8	Port Ban and Broad Cove	41	570	87	75	2125	750	150	750	2500	150	750	150	280	1800	528	233	1056	51	13640	9	9
9	Mabou and vicinity	45	900	80	250	7500	1500	40	160	530	40	160	40	160	1800	528	280	13640	145	46176	10	10
10	Port Hood	32	320	50	53	1500	530	40	160	530	40	160	40	160	1800	528	121	46176	78	25680	11	11
11	Judique and Vicinity	47	470	68	67	2010	670	75	300	670	75	300	75	300	1200	600	400	25680	79	9000	12	12
12	Long Point to Low Point	21	250	23	20	600	200	20	80	600	20	80	20	80	1200	600	383	9000	229	500	13	13
13	Port Hastings to Port Hawkesbury	7	40	1000	7	21	250	23	20	600	20	80	20	80	1200	600	50	9000	229	500	14	14
14	West Bay	28	336	42	112	1464	560	20	60	560	20	60	20	60	1200	600	50	9000	229	500	15	15
15	Malagawatch	50	600	85	200	4000	1000	12	36	1000	12	36	12	36	1200	600	55	9000	229	500	16	16
16	Denis River	50	600	63	189	3780	945	17	42	945	17	42	17	42	1200	600	55	9000	229	500	17	17
17	Whycocomagh and Lake Anslie	28	395	56	31	620	248	4	20	248	4	20	4	20	1200	600	10	9000	229	500	18	18
Totals		23	304	5660	103	641	13766	1332	1354	36014	422	2138	422	2138	63253	2183	2618	240868	897	5500	1441	1441
Values															12651	327	10472	48174	13455	660	7205	7205



## SESSIONAL PAPER No. 22

## RETURN showing the kind and Quantities of Fish and Fish Products in the County of Inverness, Province of Nova Scotia, for the Year 1901.

DISTRICTS.	KINDS OF FISH.														FISH PRODUCTS.			TOTAL VALUE OF ALL FISH.	Number.			
	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alewives or gaspereau, brls.	Beals, brls.	Oysters, brls.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.			Fish as bait, brls.	Fish as manure, brls.	
<i>Inverness County</i>																						
1 Meat Cove to Fishing Cove.....	197		2	100	25	100	59	19	20	1000						221	80	125	940		18,553 10	1
2 Grand Etang and Vicinity.....	1420		14	100	100	80	24	850			5	45	2		350	100	1312	331			19,397 95	2
3 Eastern Harbour.....	6670				124	80	71	45	9	350					150	70	3400	960			41,266 80	3
4 Cheticamp.....	856				650	400	650	595	500	4500					100	150	625	390			9,473 60	4
5 Belle Côte.....	1400	5			650	400	650	595	965	2600					128	198	500	500	100		13,200 80	5
6 Doucet's Cove to Chimney Corner.....	1495				598	411			334	3000					30	105	615	500	115		19,985 75	6
7 Margaree and vicinity.....	1493									1000	330	30			30	70	500	270	61		20,528 65	7
8 Port Ban and Broad Cove.....	132		800		15	13				60	130				53		70	32			1,365 45	8
9 Mabou and vicinity.....	405		2100		79	79	20			120	300				60		115	75	15		7,968 95	9
10 Port Hood.....	1275		3500		830	1180	400			750	950	5			10		400	100	20		23,939 20	10
11 Judique and vicinity.....	88		500		30	28				300	3800				9			90	6		8,284 00	11
12 Long Point to Low Point.....	165		500							300		4			6		36	25			6,005 30	12
13 Port Hastings to Port Hawkesbury.....	75		500		10	10						15					30	100			5,806 00	13
14 West Bay.....	60											6					30	350			2,159 00	14
15 Malagawatch.....	60											32	250				65	180			3,624 00	15
16 River Dennis and vicinity.....	110										12										4,567 50	16
17 Whycocomagh and Lake Anslie.....	140										8						58	36			1,065 40	17
Totals.....	16041	25	8000	3187	2900	439	1882	12200	3480	7580	355	159	250	7000	1185	703	7931	4949	335		207,121 45	
Values.....\$	64164	250	240	9561	6525	219	3764	1230	348	379	1420	1590	1000	350	4740	1406	2379	7424	167			

2-3 EDWARD VII., A. 1903

## RECAPITULATION

Of the Yield and Value of the Fisheries of the Island of Cape Breton for the Year 1901.

Kinds of Fish.	Quantity.	Rate.		Value.		Total Value.	
		\$	cts.	\$	cts.	\$	cts.
Salmon, fresh.....	Lbs. 146,223	0	20	29,244	60		
" preserved in cans.....	" 5,363	0	15	804	45		
" pickled.....	Brls. 87	15	00	1,305	00		
						31,354	05
Herring, salted.....	" 17,485	4	00	69,940	00		
" fresh.....	Lbs. 908,750	0	01	9,087	50		
						79,027	50
Mackerel, fresh.....	" 182,499	0	12	21,899	88		
" salted.....	Brls. 12,057	15	00	180,855	00		
						202,754	88
Lobsters, preserved in cans.....	Lbs. 1,118,432	0	20	223,686	40		
" fresh or alive.....	Cwt. 3,313	5	00	16,565	00		
						240,251	40
Cod, dried.....	" 67,683	4	00	270,732	00		
" tongues and sounds.....	Brls. 145	10	00	1,450	00		
						272,182	00
Haddock, dried.....	Cwt. 14,711	3	00	44,133	00		
" fresh.....	Lbs. 232,010	0	03	6,960	30		
" smoked, finnan haddies.....	" 91,400	0	06	5,484	00		
						56,577	30
Hake, dried.....	Cwt. 3,551	2	25	7,989	75		
" sounds.....	Lbs. 691	0	50	345	50		
						8,335	25
Pollock.....	Cwt. 6,662	2	00			13,324	00
Halibut.....	Lbs. 199,855	0	10			19,985	50
Trout.....	" 12,087	0	10			1,208	70
Shad.....	Brls. 14	10	00			140	00
Smelts.....	Lbs. 98,730	0	05			4,936	50
Alewives.....	Brls. 2,351	4	00			9,404	00
Eels.....	" 1,244	10	00			12,440	00
Oysters.....	" 333	4	00			1,332	00
Flounders.....	Lbs. 996,200	0	05			49,810	00
Tom cod or frost fish.....	" 59,325	0	05			2,966	25
Squid.....	Brls. 3,706	4	00			14,824	00
Coarse and mixed fish.....	" 5,822	2	00			11,644	00
Fish oil.....	Galls. 41,016	0	30			12,304	80
Fish as bait.....	Brls. 13,563	1	50			20,344	50
Fish as manure.....	" 335	0	50			167	50
Seal skins.....	No. 46	1	25			57	50
Total for 1901.....						1,065,371	63
" 1900.....						1,072,086	93
Decrease.....						6,715	30

## SESSIONAL PAPER No. 22

## STATEMENT

SHOWING the Number and Value of Fishing Vessels, Boats, Nets, &c., in the Island of Cape Breton for the Year 1901.

Articles.	Value.	Total.
	\$ cts.	\$ cts.
101 fishing vessels, 2,913 tons (637 men).....	37,210 00	
3,009 fishing boats (5,353 men).....	55,641 00	
17,798 gill-nets (365,749 fathoms).....	105,521 00	
6 seines (790 fathoms).....	1,050 00	
11 trap-nets.....	250 00	
2,280 trawls.....	13,225 00	
31 weirs.....	300 00	
74 smelt nets.....	684 00	
12,723 hand lines.....	8,475 00	
		222,356 00
67 lobster canneries (1,187 persons employed).....	43,040 00	
166,248 " traps.....	68,331 00	
		111,371 00
30 freezers and ice-houses.....	10,280 00	
1,403 smoke and fish-houses.....	42,179 00	
379 piers and wharfs.....	66,683 00	
55 tugs, steamers and smacks.....	9,670 00	
		128,812 00
Total.....		462,539 00



NOVA SCOTIA—*Con.*—DISTRICT No. 2, FOR THE YEAR 1901.RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &c., and Quantities of Fish—Nova Scotia—*Con.*

Number.	DISTRICTS.			FISHING BOATS.			FISHING GEAR, &c.			KINDS OF FISH.													
	Boats.			Gill Nets.						Salmon, fresh, lbs.	Salmon, smoked, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Herring, smkd. lbs	Mackerel, fresh, lbs	Mackerel, salted, bls.	Lobsters, pre-served in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lbs	Haddock, dried cwt		
	Number.	Value.	Men.	Number.	Fathoms.	Value.																	
		\$							\$														
<i>Cumberland County.</i>																							
1	Pugwash, Malagash and Gulf Shore . . . . .	69	1145	70			192	3865	1007				100000	615000	400	2	405648						
2	Port Philip, Northport and Amherst Shore . . . . .	98	2350	130			245	7100	1200						6000		82704	40					
3	Wallace . . . . .	20	170	24			17	2850	245														
4	River Philip . . . . .	15	120	17			35	350	175	3000													
5	Laplanché, Nappan and Maccan . . . . .	4	80	8			2	80	40	1500										60			
6	Minudie to Apple River . . . . .	7	140	14			5	200	75	1500										90			
7	Advocate . . . . .	6	120	12			6	240	80			80								125			
8	Spencer's Island . . . . .	2	35	4			3	40	21			100								225	1500	200	
9	Port Greville . . . . .	15	200	15			14	490	70	400		150								150	1500	50	
10	Parrshoro . . . . .	5	100	10			3	100	40	5600	1300	90								150	200	40	
11	Two Islands . . . . .	2	65	4			2	120	16	600		50											
	Totals . . . . .	236	4525	308			524	15435	2969	12600	1300	470	100000	615000	6400	2	488352	40	800	3200	640		
	Values . . . . .									2520	260	1880	1000	12300	768	30	97670	200	3200	96	1920		

## SESSIONAL PAPER No. 22

RETURN showing the Quantity and Value of Fish, &amp;c.—Nova Scotia—Con.

Number.	DISTRICTS.	KINDS OF FISH.															TOTAL VALUE OF ALL FISH.	Number.			
		Smoked Herring Haddies, lbs.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, bbls.	Smelts, lbs.	Alewives or Gaspereau, bbls.	Bass, lbs.	Eels, bbls.	Oysters, bbls.	Flounders, lbs.	Torn Cod or Frost Fish lbs.	Squid, bbls.	Coarse and Mixed Fish, bbls.			Fish, Oil, Galls.	Fish as bait, bbls.	Fish as manure, bbls.
	<i>Cumberland County.</i>																				
1	Pugwash, Malagash and Gulf shore.					250	44000	50	500	10	294			10000	680	200		1409	1350	90,091 00	1
2	Port Philip, Northport and Amherst Shore						20000	50	500	10				10000		45		4400	275	39,774 00	2
3	Wallace.						14200	200			600			10000						4,000 00	3
4	River Philip.					500	100000	450	1000	15				10000		200				8,700 00	4
5	Laplanche, Nappan and Macan						50	4000	175					300						1,715 00	5
6	Minidie to Apple River.	800					350	5000	50				2500							4,813 00	6
7	Advocate	100	50			1000						1000						10		1,563 00	7
8	Spencer's Island			100	800	300						800								1,550 00	8
9	Port Greville		50	50	700	200						2300		300			45	25		2,694 00	9
10	Farrsboro				500	400						200		200			20			2,736 00	10
11	Two Islands.			10	700							200		200						1,156 00	11
	Totals.	900	100	200	2700	2650	410	187200	925	1500	25	894	4500	23300	680	445	65	5844	1625		
	Values	54	225	400	270	265	4100	9360	3700	150	250	3576	225	1165	2720	890	19	8766	813		158,792 00

RETURN showing the Number of Boats, Nets, &c., and the quantities of Fish—Nova Scotia—*Con.*

Number.	DISTRICTS.				FISHING VESSELS AND BOATS.			FISHING GEAR			KINDS OF FISH.							Number.		
					Boats.		Men.	Gill Nets.			Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Haddock, fresh, lbs.	Haddock, dried, cwt.			
								Number.	Fathoms.	Value.										
					Number.	Value.	\$						\$							
<i>Colchester County.</i>																				
1	Sterling.....	24	480	24	1175	20	2424	39200	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
2	Stewiacke.....	92	696	135	.....	.....	.....	500	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
3	Five Islands.....	3	80	14	.....	.....	.....	2300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
4	Economy.....	8	280	24	.....	8	3000	425	5	4000	5000	.....	.....	.....	.....	.....	.....	.....	.....	4
5	Little Bass River to Highland Village.....	22	600	50	.....	22	7000	1450	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
6	Great Village to Queens Village.....	20	475	40	.....	20	6000	1300	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
	Totals.....	169	2591	287	4350	70	18424	67284	17	4000	5000	39120	175	2500	25					25
	Values.....	.....	.....	.....	.....	.....	.....	13457	68	40	100	7824	700	75	75					75



## SESSIONAL PAPER No. 22

RETURN showing the quantity and Value of Fish, &c.—Nova Scotia—*Con.*

Number.	DISTRICTS.	KINDS OF FISH.													TOTAL VALUE OF ALL FISH.	Number.
		Hake, dried, cwt.	Pollock, cwt.	Hallbut, lbs.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Alewives or Gaspereau, brls.	Bass, lbs.	Clams, brls.	Oysters, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
	<i>Colchester County.</i>														\$	cts.
1	Sterling				400		7784	110	9500		210			130	9,158 00	1
2	Stewiacke				2600	176									11,050 00	2
3	Five Islands	15	8	2500	2000	3						150	23		1,480 00	3
4	Economy				5000	17						10	2		1,464 00	4
5	Little Bass River to Highland Village				700	39			350	450					4,812 00	5
6	Great Village to Queens Village				300	18									2,010 00	6
	Totals.	15	8	2500	11000	253	7784	110	9850	450	210	160	25	130	.....	
	Values.	34	16	250	1100	2530	389	440	985	900	840	48	38	65	29,974 00	

2-3 EDWARD VII., A. 1903

RETURN showing the Number of Boats, Nets, &c., and the quantity and value of Fish in Pictou Co.—Nova Scotia—Continued.

Number.	DISTRICT.	FISHING VESSELS AND BOATS.			FISHING MATERIALS.			KINDS OF FISH.									
		Boats.			Gill Nets.			Salmon, fresh, lbs.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	
		Number.	Value.	Men.	Number.	Fathoms.	Value.										
	<i>Pictou County.</i>		\$														
1	West Pictou ...	158	3950	165	130	3900	910	5600	12000	3000	262416	....	68	....	....	..	
2	Pictou Island.....	88	2480	104	40	900	240				152256						
3	Central Division..	10	250	12	20	400	100						20	...	110	200	
4	Southern Division.	34	474	32	51	2619	1105	21100	56000	...	18616	..	46	500	5	...	
5	Merigonish Island.	13	250	14	24	1232	650	5800	2000	...	15504	....					
6	North Beach.....	13	177	13	31	1797	1780	13100	30000	2600	3024	....	1	....	21	...	
7	Ponds.....	15	320	17	35	1122	582	6100	17000	600	27264	60	4	...	22	...	
8	Lisimore.....	3	34	3	4	440	410	2400				50	...				
	Totals....	334	7935	369	335	12310	5777	54100	117000	6200	479080	110	139	500	158	200	
	Values . \$							10820	1170	744	95816	550	556	15	356	100	

## SESSIONAL PAPER No. 22

RETURN showing the Quantity and Value of Fish—**Nova Scotia**—*Continued*.

Number.	DISTRICT.	KINDS OF FISH.											TOTAL VALUE OF ALL FISH.	
		Trout, lbs.	Smelts, lbs.	Alewives or gaspereau, brls.	Eels, brls.	Clams, brls.	Oysters, brls.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.		Fish as manure, brls.
	<i>Pictou County.</i>													\$ cts.
1	West Pictou.....	200	5000	25	10	25	12	300	250	10	20	1200	800	58,164 00
2	Pictou Island. ....											200	500	31,001 00
3	Central Division..	3000	2000	...	50	..	50							1,528 00
4	Southern Division..	500	3200	.....		5								8,933 00
5	Merigonish Island..		1900	.....							15	80	50	4,525 00
6	North Beach.....	400	800	..	34	..								4,308 00
7	Ponds .....	400			6							70	90	7,531 00
8	Lismore.....	100										10		755 00
	Totals...	4600	12900	25	100	30	62	300	250	10	35	1560	1440	
	Values .. \$	460	645	100	1000	60	248	15	1000	20	10	2340	720	116,745 00



RETURN Showing the Number, Tonnage and Value of Vessels and Boats, Nets, &c., and the Quantity and Value of all Fish in the County of Antigonish, Province of Nova Scotia, for the Year 1901.

Number.	DISTRICTS.				FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						KINDS OF FISH.						Number.	
					Vessels.		Boats.		Gill Nets.		Trap Nets.		Trawls.		Salmon, fresh, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.			
	Tonnage.	Value.	Men.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.													
<i>Antigonish County.</i>																								
1	110	100	3	77	1145	80	339	7448	1635	1	150	54	218	3000	208	319500	11900	180	32400	169	1			
2				72	943	70	132	2672	692	21	2525	27	107	26050	207	3600	8400	22	14496	51	2			
3				51	723	65	129	2546	735	8	740	46	271	12000	85	9100	5200	78	49200	335	3			
4				23	240	33	63	1320	315	1	100	35	225	1000	200			40	13152	45	4			
5				26	390	45	100	2300	600	6	650	24	120	6400	310		2100	75	26880	60	5			
	110	100	3	249	3441	293	763	16286	3977	37	4165	186	941	48450	1010	332200	27600	395	136128	660				
			</																					

## SESSIONAL PAPER No. 22

RETURN Showing the Quantity and Value of Fish, etc., in Antigonish, Nova Scotia—Continued.

DISTRICTS.	KINDS OF FISH.													FISH PRODUCTS.				TOTAL VALUE OF ALL FISH.	Number.		
	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alewives or Gas- pereau, brls.	Bas, lbs.	Eels, brls.	Oysters, brls.	Flounders, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.			Fish as manure, brls.	
<i>Antigonish County.</i>																					
1	Harbour Bouché, Linwood and Cape Jack.	8100	8	45	114	115	25	50	690	4	...	11	...	8600	68	61	335	303	360	18,293 00	1
2	Tracadie, Bayfield, Monk's Head and South Side Anti- gonish Harbour.							200	7600	21	3000	46	185	3336	...	1	52	286	45	13,136 00	2
3	North Side Harbour, Lakeville, Ballantyne's Cove and South Side Cape George.		33	251	563	...	...	300	...	...	...	9	...	1200	11	...	...	73	336	17,251 00	3
4	North Side Cape George and Georgeville		40	300	603	500	...	20	...	...	700	...	...	1500	6	...	...	300	100	7,178 00	4
5	Malignant Cove, Doctor's Brook, Arisaig, Knoidart and Moidart.		80	750	1520	...	...	100	...	4	600	...	...	3000	...	...	...	450	79	13,151 00	5
	Totals	8100	161	1346	2800	615	25	670	8290	29	4300	66	185	17636	85	62	387	1412	920	69,009 00	
	Values	243	483	3029	1400	1230	2	67	415	116	430	660	740	882	340	124	116	2118	460		

2-3 EDWARD VII., A. 1903

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets and the Quantity and Value of Fish in the County of Guysborough, Province of Nova Scotia, for the Year 1901.

Number.	FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIAL.						KINDS OF FISH.							Number.							
	Vessels.		Boats.		Gill Nets.			Seines.			Trap Nets.		Trawls.		Salmon, fresh, lbs.	Salmon, preserv'd in cans	Salmon, smoked, lbs.		Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	
	Tonnage.	Value.	Men.	Number.	Number.	Value.	Fathoms.	Number.	Value.	Fathoms.	Number.	Value.	Number.	Value.											
Guysboro' County.																									
1	Room Serum.....	1	32	800	8	50	1100	65	40	900	220	2	160	250	5	40	400	40	900	2000	6	6624	28	1	
2	Marie Joseph.....				61	1450	60	56	1120	280					17	85	130	115	1000	500	12	21696	256	2	
3	Liscomb Spanish Ship Bay and Geggan.....	3	94	3000	28	120	3000	100	80	1800	450	1	150	75	40	250	5320	50	600	600	4	44448	503	3	
4	St. Mary's Bay and River.....				35	750	45	60	1800	400					5	30	14300	200	800	100	3	21984	54	4	
5	Wine Harbour.....				26	600	50	50	1400	300	2	200	180		7	40	6000	300	75	600	200	4		5	
6	Indian Harbour & Lake.....				35	600	50	80	1600	400					8	50			100	400	10			6	
7	Holland's Harbour.....				15	300	20	40	800	200					5	30	300	80	600	100	4			7	
8	Port Beckerton.....	1	25	1000	8	60	1500	80	130	2700	680				35	180	800	180	1000	1000	35	25680	280	8	
9	Fisherman's Harb'r.....				28	900	38	80	1600	400					8	50	100	115	500	600	35	24000	200	9	
10	Country Harb'our and River.....				10	160	18	15	400	120					3	20	8500	40	600	300	5			10	
11	Isaac's Harb'our.....				30	800	40	90	2000	500					6	40	600	130	1000	1000	33	16752	149	11	
12	Drum Head.....				45	1600	45	115	2300	600					40	300	400	175	1000	1000	35			12	
13	Seal Harb'our.....				40	1200	40	100	2000	500					12	85		100	600	800	18	32832	224	13	
14	Coddle's Harb'our.....				30	800	30	100	2000	500	1	150	80		10	75		60	400	600	20	16128	47	14	
15	New Harb'our.....				75	2000	100	230	4600	1150	2	200	150		12	85	500	80	500	500	115	13920	40	15	
16	Tor Bay.....				32	815	35	153	3060	1836					6	42		70		1200	62	29616	139	16	
17	Larry's River.....	4	103	2700	16	105	3632	100	650	13000	7800				27	170		423			413			17	
18	Charles Cove.....	2	58	450	11	75	2275	68	362	7240	4344				39	262		290	100	600	110	36768	108	18	
19	Cole Harb'our.....	1	10	150	5	47	1075	43	452	9040	5424	2	113	200	2	240		262			105			19	
20	Port Felix.....	4	69	1800	21	107	2913	102	969	19380	11648	1	20	8		153	1043	643	8900	4740	279	23424	144	20	



## SESSIONAL PAPER No. 22

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &amp;c.—Nova Scotia—Continued.

FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIAL.						KINDS OF FISH.															
Vessels.				Boatf.		Gill Nets.			Seines.			Trap Nets.		Trawls.		Salmon, pres'd in cans	Salmon, smoked, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.		
Number.	Tonnage.	Value.	Men.	Number.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.									
Guysboro' Co.— Continued.																									
21	59	1300	21	119	3012	104	678	13560	8146	3	62	40	2	1000	181	1040	1020	510	23500	48215	169	69216	68	21	
22	30	450	10	66	1492	47	155	3300	1860	2	145	225	2	450	40	269	230	63	90240	612250	19	85344	359	22	
23																									
24	226	7275	66	206	5124	161	587	11740	7044	5	430	535	13	5400	356	2464	7885	397	591200	163650	554	107040	534	23	
25					16	250	14	104	2160	1298					5	900	16	112	180	12	1800	28100	21	24	
26					47	875	41	474	9480	5688	1	120	200	8	1750	56	392	572	57	1150	149400	145		25	
27					34	892	29	198	3960	2376	1	100	500	2	800	52	366	36	24	18800	29750	75		26	
28	15	700	6	51	866	47	430	8600	5160	5	765	1900	10	2000	80	547	5275	126	61700	128200	288	62112	33	27	
29					22	311	25	221	4420	2652	1	100	200	1	500	40	280	100	22	14600	300	26		28	
30					65	947	74	569	11380	6828				3	800	89	602	130	59	117200	17500	170		29	
31	23	750	9	43	864	37	367	8025	4770					3	1200	25	175	48355	95	21500	70500	64		30	
32	36	400	4	40	572	25	376	7880	4536	3	245	180	1	900	25	168	18120		94	8700	19518	116		31	
33					25	334	23	274	5480	3288	1	80	50			26	180		75	6200	24500	38		32	
34					46	671	49	494	9880	5928					36	247			169	16700	56000	39		33	
35					30	446	32	325	6396	3926					21	134	1000		175	6100	950	16		34	
36					29	444	30	344	6880	4128					20	120			254	28100	8950	61		35	
37	55	1000	7	53	1136	40	974	19480	11924	5	375	405			37	233			354	69350	36050	366		36	
	55	700	4	10	216	5	254	5080	2540						4	28			97	1650		151	34656		37
Totals	890	22475	224	1928	45862	1912	10676	466641	119844	38	3415	5178	52	15940	1578	10445	120253	200	5631	1940750	1440073	3621	672240	3108	
Values																						54325	134448	15840	

RETURN showing the Quantities of Fish, &amp;c., in Guysborough,--Nova Scotia--Continued.

Number.	DISTRICTS.	KINDS OF FISH.														FISH PRODUCTS.				TOTAL VALUE OF ALL FISH.	Number.		
		Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked fin- nan haddies, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or Gaspereau, brls.	Bels, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.			Fish as bait, brls.	Fish as manure, brls.
Guysborough County.																							
1	Ecum Serum .....	175		1000	30				25	500	400	300	10	12	300	1000	30	40	40	150	30		
2	Marie Joseph .....	675		1000	45				15	1200	100	300	12	10	400	1500	40	50	650	200	70		
3	Liscomb Spanish Ship Bay and Greggin .....																						
4	St. Mary's Bay and River .....	100		600	20				6	1000	3000	1500	60	20	200	1000	20	20	100	100	70		
5	Wine Harbour .....	30		300	6				3	1500			10	10	300	500	8	6	40	100			
6	Indian Harbour and Lake .....	80		400	6				6	1200	400	5000	30	10	200	1200	12	12	100	120			
7	Holland's Harbour .....	40		300	5				4	600	600		10	8	400	800	12	14	50	120	80		
8	Port Beckerton .....	480		6000	80				25	4000	300	200	10	12	600	1000	40	30	500	150			
9	Fisherman's Harbour .....	275		2000	48				10	600			5	6	400	800	20	10	300	100	80		
10	Country Harbour and River .....	50		500	6				3	300	600	1000	16	10	200	500	14	8	50	50			
11	Isaac's River .....	130		800	12				8	6000	500	1000	15	10	300	400	16	10	140	80	25		
12	Drum Head .....	520		2000	75				90	18700			20	8	400	800	40	30	600	120			
13	Seal Harbour .....	500		3000	90				75	3325			15	6	400	800	30	20	600	120	110		
14	Coddle's Harbour .....	400		500	40				80	2500			30	12	300	800	30	30	400	100	50		
15	New Harbour .....	1300		2000	290				175	11000	600	3000	40	15	300	1000	35	60	1400	130	50		
16	Tor Bay .....	251			73				118	1726	400		4				23	40	400	104	100		
17	Larry's River .....	1752	4		279				270	10702	270	435	23	33			151	124	1800	462	86	1	
18	Charles Cove .....	948	1		211				147	3030	300	323	25	30			69	17	834	307	122		
19	Cole Harbour .....	389			172				31	305	500		42	6			237	30	340	226	61		
20	Port Felix .....	2634	3	20700	739				302	1506	814	850	125	35			155	30	1540	691	180	2	
21	Whitehead .....	900	3	105888	394				1032	3760	200		81	11			252		2009	603	240		
22	Raspberry and Dover .....	783		10420	63				304	130			10	22					579	300	280		



## SESSIONAL PAPER No. 22

RETURN showing the Quantities of Fish, &amp;c., in Guysborough.—Nova Scotia.—Continued.

DISTRICTS.	KINDS OF FISH.															FISH PRODUCTS.					TOTAL VALUE OF ALL FISH.	Number.
	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked fin- nan haddies, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or gaspereau, brls.	Eels, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
<i>Guysborough County— Continued.</i>																						
23 Canso and Canso Tittle	21818	101736680	25966	350000	1246	1330	8764	149334	1000	2000	182	2				3314	17	39212	2305	350		365,007
24 Fox Island Maine	93	10400	3					60								230		20	69			5,518
25 Half Island Cove	507	45750	47				23	22				8				435		682	141	92		26,580
26 Philip's Harbour	314	46900	32			12	38									208		584	231	95		9,251
27 Queensport	888	151200	359			86	300	143			33					6200		2384	147	372		71,914
28 Peas Brook	178	13100	222			46	18	34			1					100		538	121	76		3,416
29 Halfway Cove	240	16500	561			34	21	387			23					224	5	797	252	114		11,754
30 Sandy Cove and Cook's Cove	145	24100	94			19	8	435	184		6000	16	20			321		453	132	8		22,392
31 Guysborough and Man- chester	82	11470	46			7	3	390	409	1000	10000	8	5			110		294	127			13,157
32 Ragged Head	98	9750	30			33	10	1				5						98	61	10		4,798
33 St. Francis	178	15600	43			158	170		80			13						132	113			10,167
34 Oyster Ponds	56	6300	32			30		30	2500			75	2			20		66	108			2,716
35 Sand Point	16	1100	5			20	36	5			10	10				20		44	73	4		3,716
36 Steep Creek	66	56900	17			15		17				15					7	104	104	110		14,152
37 Mulgrave and Auld's Cove	27	500	2			5	10	2				3						20	26			9,806
Totals	37718	212299658	30163	350000	3215	2774	13003	229353	11314	32508	1085	325	5300	11100	814	12744	58900	8649	3015	3		928,668
Values	150872	210	68990	90489	21000	7234	1387	26006	22935	1131	1625	4140	3550	245	705	50976	1628	17580	12972	1507	4	



RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &amp;c.—Nova Scotia—Continued.

FISHING VESSELS AND BOATS.										FISHING GEAR OR MATERIALS.										KINDS OF FISH.											
Vessels.					Boats.					Gill Nets.					Seines.					Trawls.					Salmon, fresh, lbs.	Herring, smoked, lbs.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Number.
Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.										
Halifax County.																															
1	North Shore.....	60	1400	13	112	1800	200	712	2440	2135	62	6200	12400	20	100	900	50	100	1200	1000	2000	3000	3000	1							
2	East St. Margaret's.....	40	800	12	120	1200	150	612	1440	2000	18	1800	3600	70	350	1000	75	175	1300	700	3000	1000	3600	2							
3	Indian Harbour.....	50	800	13	200	3000	160	3015	65500	3275	20	2000	2000	25	125	2000	150	150	3000	4000	3000	1000	1000	3							
4	Peggy's Cove.....	60	1200	18	220	2500	150	740	6400	1800	7	700	1400	15	75	900	50	500	300	300	500	500	4								
5	Dover.....	22	400	5	135	2500	190	470	14800	2800	40	4000	8000	26	150	2000	90	290	1000	100	1000	6000	2000	5							
6	Prospect.....	65	1100	17	100	1500	200	300	9400	2000	26	2600	3900	115	500	2000	1000	200	1000	12000	1000	1000	17952	7							
7	Terrence Bay.....	120	2000	32	40	500	75	150	3000	600	11	1100	2200	60	300	300	90	90	700	2000	500	500	8								
8	Pennant.....	60	1500	18	50	600	112	280	5600	840	9	900	1800	50	250	500	500	500	2000	4000	700	50688	9								
9	Sambro.....	17	300	5	60	800	125	210	4200	870	13	1300	2600	40	200	700	60	700	5000	1000	1000	1000	10								
10	Ketch Harbour.....	180	2000	30	65	700	50	86	6200	1000	18	1800	3600	25	125	200	18	40	500	10000	2000	1000	11								
11	Portuguese Cove.....	30	400	8	34	600	50	60	1760	380	24	2400	4000	80	400	400	60	1000	5000	1000	1000	12									
12	Herring Cove.....	50	2000	12	20	440	25	10	1320	240	30	3000	6000	10	50	300	70	200	2000	500	500	13									
13	Ferguson's Cove.....	1	50	2000	83	1450	76	275	16500	1100	30	1000	2000	10	50	400	20	100	4000	2000	2000	200	14								
14	Halifax.....	1	1	20	200	15	75	4500	310	310	310	310	310	310	310	350	90	10400	10700	60	60	15									
15	Eastern Passage and Devil's Island.....	1	1	20	200	15	75	4500	310	310	310	310	310	310	310	621	25	1600	900	900	900	16									
16	Cow Bay and Lawrencetown.....	1	1	20	200	15	75	4500	310	310	310	310	310	310	310	621	25	1600	900	900	900	17									
17	Seaforth and Three Fathom Harbour.....	4	185	3500	49	137	1424	64	410	24000	1640	322	4900	322	18	320	18	320	18	320	18	1296	17								
18	West Chezetcook.....	85	1900	26	50	510	33	118	7000	590	118	7000	590	118	7000	590	68	500	500	500	500	13	19								
19	East Chezetcook.....	37	600	10	73	900	63	93	5700	380	1	75	45	45	45	1085	530	28	400	400	36	20256	20								
20	Petpeswick Harbour.....	90	1525	19	30	1700	18	325	19500	1300	3	3000	500	500	500	600	250	130	1300	2000	92	23760	21								
21	Musquodohait Harbour.....	14	250	3	32	488	18	91	5460	375	3	3000	500	500	500	600	250	516	146	146	78	20400	22								
22	Jeddore.....	1	1	20	200	15	75	4500	310	310	310	310	310	310	310	621	25	1600	900	900	900	23	24								
23	Clam Harbour and Owl's Head.....	1	1	20	200	15	75	4500	310	310	310	310	310	310	310	621	25	1600	900	900	900	24	25								
24	West Ship Harbour.....	1	1	20	200	15	75	4500	310	310	310	310	310	310	310	621	25	1600	900	900	900	25	26								
25	East Ship Harbour.....	1	1	20	200	15	75	4500	310	310	310	310	310	310	310	621	25	1600	900	900	900	26	27								
26	Pleasant Harbour and Tangier.....	1	1	20	200	15	75	4500	310	310	310	310	310	310	310	621	25	1600	900	900	900	27	28								

## SESSIONAL PAPER No. 22

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &amp;c.—Nova Scotia.—Continued.

District.	FISHING VESSELS AND BOATS.				FISHING GEARS OR MATERIALS.						KINDS OF FISH.												
	Vessels.		Boats.		Gill Nets.			Seines.			Trawls.		Salmon, fresh, lbs.	Salmon, smoke, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Number.			
	Number.	Value.	Men.	Number.	Value.	Men.	Number.	Value.	Number.	Value.	Number.	Value.											
<i>Halifax County—Continued.</i>																							
27	1	55	500	9	46	1162	52	205	4100	820								69	25440	27			
28					72	1986	74	581	10560	2072								387	29068	28			
29					44	915	60	196	3920	780								39	34368	29			
30					11	242	17	34	680	134								11	40560	30			
31					2	10	3	2	40	6								1	95040	31			
32					6	135	8	9	180	36								6		32			
33					20	375	27	27	540	108								15	59136	33			
Totals	49	1257	22725	306	2131	33040	2432	10281	256680	30873	338	86245	62295	651	3142	14929	2395	6156	26600	5800	87900	21385	440784
Values																2986	479	24624	266	116	10584	320775	88156

2-3 EDWARD VII., A. 1903

RETURN showing the Quantity and Value of Fish, &amp;c.—Nova Scotia—Continued.

DISTRICT.	KINDS OF FISH.															FISH PRODUCTS.				TOTAL VALUE OF ALL FISH.	Number.				
	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked fin- nan haddies, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Habibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or Gaspareau, brls.	Eels, brls.	Clams, brls.	Oysters, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, brls.			Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.
<i>Halifax County.</i>																									
1 North Shore. . . . .	1000	500	5	1000	50	50	50	20	300	1000	500	..	25	5	5	5	12000	1000	200	160	1000	75	90	56,172	
2 East St. Margaret's. . . .	1000	1000	10	1000	50	50	760	200	400	1500	400	..	10	3	20	1	12000	12000	500	200	1500	90	60	33,427	
3 Indian Harbour. . . . .	2000	1200	12	..	60	60	400	70	200	3000	100	..	30	1	..	..	1000	7000	100	200	1500	200	..	35,365	
4 Peggy's Cove. . . . .	600	500	5	..	40	40	100	10	90	500	..	..	3	2	..	..	1000	1200	20	20	250	60	..	13,988	
5 Dover. . . . .	3000	1200	13	..	400	400	500	150	200	3000	200	..	20	5	40	..	6000	8000	600	300	2000	230	..	120,695	
6 Prospect. . . . .	500	800	5	300	100	100	100	80	150	400	100	..	10	1	..	..	2000	2000	90	10	600	50	..	30,764	
7 Terrance Bay. . . . .	500	700	11	200	80	80	190	170	150	1000	100	..	50	10	..	..	1200	3000	100	40	600	70	60	28,713	
8 Pennant. . . . .	50	1000	4	..	20	20	80	70	50	350	100	..	25	1	..	..	500	1000	50	8	400	70	..	13,503	
9 Sambro. . . . .	70	1200	2	1000	90	90	400	150	200	1400	200	..	3	5	..	..	1000	2000	100	50	1000	170	..	21,300	
10 Ketch Harbour. . . . .	20	200	2	1000	12	15	10	60	500	..	..	..	3	..	..	..	600	1000	60	10	60	15	..	33,008	
11 Portuguese Cove. . . . .	10	80	1	15000	100	100	70	40	400	..	..	..	5	..	..	..	500	1000	70	10	340	80	..	19,448	
12 Herring Cove. . . . .	5	375	6	18000	200	200	112	75	1200	..	..	..	5	..	..	..	200	500	10	5	90	20	..	10,444	
13 Ferguson's Cove. . . . .	8	400	2	11000	..	..	..	..	15	2000	..	..	..	..	..	..	100	600	5	5	50	6	..	3,605	
14 Halifax. . . . .	50	75	..	10000	4000	4000	50	25	60	1000	1000	..	..	..	..	..	100	600	5	5	610	98	..	10,714	
15 Eastern Passage and Devil's Island. . . . .	..	945	1	60208	79	79	..	..	160	8427	..	..	15	8	..	..	7000	..	..	..	35	6	..	1,478	
16 Cow Bay and Lawrence- town. . . . .	..	74	..	..	2	2	..	..	12	95	500	..	25	5	100	..	8000	..	..	..	23	4	..	1,943	
17 Seaforth and Three Fath- om Harbour. . . . .	38	48	..	..	7	7	..	..	3	110	200	10000	25	6	..	..	6000	..	..	..	1557	200	..	16,926	
18 West Chezetcook. . . . .	..	2024	2	..	184	184	..	..	95	2529	..	3500	100	5	200	..	6000	..	..	..	666	143	..	7,480	
19 East Chezetcook. . . . .	..	1276	..	..	168	168	..	..	47	2110	600	1500	20	7	..	..	8000	..	..	..	294	40	70	8,907	
20 Petpeswick Harbour. . . .	298	395	..	1250	85	85	..	..	77	1014	600	800	7	8	..	..	5000	..	..	..	317	68	..	4,849	
21 Musquodoboit Harbour. . .	..	575	..	2000	111	111	7	..	77	2480	1800	6000	5	8	..	6	5500	..	..	..	1212	186	80	18,030	
22 Jeddore. . . . .	346	1758	..	..	..	..	..	..	177	3210	350	1200	..	8	100	..	10000	..	..	..	418	85	70	14,537	
23 Clam Harbour and Owl's Head. . . . .	445	743	..	..	76	76	..	..	20	2240	650	1500	5	4	..	..	18000	..	..	..	..	..	..	23	



## SESSIONAL PAPER No. 22

RETURN showing the Quantity and Value of Fish, &amp;c.—Nova Scotia—Continued.

DISTRICT.	KINDS OF FISH.														FISH PRODUCTS.				TOTAL VALUE OF ALL FISH.	Number.						
	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked fin- nan haddies, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Hallbut, lbs.	Trout, lbs.	Smelts, lbs.	Alewives or raspereau, brls.	Eels, brls.	Clams, brls.	Oysters, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.			Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, number.
<i>Halifax County—Con.</i>																									\$	
24 West Ship Harbour. ....	146	...	...	...	18	...	...	...	17	780	200	800	85	3	...	...	4000	...	...	...	82	15	...	...	2,356	24
25 East Ship Harbour. ....	370	...	...	...	70	...	...	...	7	2015	150	...	10	...	...	...	...	...	15	...	192	12	...	...	2,593	25
26 Pleasant Harbour and Tangier. ....	300	510	...	...	80	...	7	15	37	2500	500	...	...	...	...	...	...	...	8	...	600	18	70	...	10,887	26
27 Pope's Harbour and Ger- rard's Island. ....	142	815	...	...	40	...	...	...	26	4616	...	...	...	...	...	...	...	...	39	...	584	20	80	...	13,340	27
28 Spry Bay, Taylor's Head and Mushaboon. ....	80	760	...	...	106	...	30	80	100	4230	200	...	3	5	...	...	...	...	63	...	780	23	100	...	21,472	28
29 Sheet Harbour and Sober Island. ....	410	605	...	...	42	...	...	...	40	3830	500	...	...	...	...	...	...	...	20	...	346	12	110	...	15,377	29
30 Beaver Harbour and Port Dufferin. ....	507	185	...	...	8	...	...	...	6	120	...	...	...	...	...	...	...	...	8	...	162	4	130	8	12,018	30
31 Quoddy and Harrigan Cove. ....	923	40	...	...	2	...	...	...	...	150	400	...	...	...	...	...	...	...	1	...	20	2	300	...	24,022	31
32 Moser River and Smith's Cove. ....	...	100	...	...	3	...	...	...	2	250	200	...	...	8	...	...	...	...	3	...	47	...	...	...	654	32
33 Mitchell's Bay and vi- cinity. ....	540	250	...	...	20	...	...	...	4	2000	...	...	...	4	...	...	...	...	12	...	175	10	200	9	16,802	33
Totals. ....	12842	21449	80	126958	2043	4000	2989	1232	2897	59616	9450	25300	489	107	465	6	110700	40800	2114	1023	17560	2028	1590	17	661,426	
Values. ....	\$ 64210	85796	800	3808	6129	240	6725	616	5794	5962	945	1265	1956	1070	930	24	5535	2040	8456	2046	5268	3043	791	21		



## SESSIONAL PAPER No. 22

and the Quantity and Value of all Fish—**Nova Scotia**—*Concluded*.

KINDS OF FISH.														TOTAL VALUE OF ALL FISH.	Number.
Salmon, fresh, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Cod, dried, cwt.	Haddock, dried, cwt.	Pollock, cwt.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Alewives or gaspereau, brls.	Bass, lbs.	Clams, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.		
1150						500			31					\$ cts. 404 00	1
520						500	2		167					842 00	2
1200	5	1000	20			200	23		5		60			740 00	3
1350			5			5000	32		10					1,150 00	4
300		15000	10	5	50		14		7		20			573 00	5
120		3000	43		16	250	15	2000	7	300	40	3000	2000	921 00	6
4640	5	19000	78	5	66	6450	86	2000	227	300	120	3000	2000		
928	20	190	312	15	132	645	860	100	908	30	240	150	100	4,630 00	



2-3 EDWARD VII., A. 1903

## RECAPITULATION

OF Yield and Value of the Fisheries in District No. 2, **Nova Scotia** with Comparative Statements of the Increase or decrease for the Years 1900 and 1901.

Kinds.	Quantity in 1901.	Rate.	Totals.	QUANTITIES.	
				Increase.	Decrease.
		\$ cts.	\$		
Salmon, fresh..... Lbs.	322,256	0 20	64,451	58,506	
" preserved in cans..... "	200	0 15	30		1,706
" smoked..... "	5,395	0 20	1,079		733
Herring, salted..... Brls.	13,289	4 00	53,156		13,896
" fresh..... Lbs.	2,539,550	0 01	25,395	1,786,550	
" smoked..... "	625,800	0 02	12,516	81,300	
Mackerel, fresh..... "	1,568,173	0 12	188,180		1,006,830
" salted..... Brls.	25,403	15 00	381,045		5,376
Lobsters, preserved in cans..... Lbs.	2,255,704	0 20	451,140		220,434
" fresh in shell..... Cwt.	16,160	5 00	80,800	2,786	
Cod, dried..... "	61,019	4 00	244,076	6,009	
" tongues and sounds..... Brls.	101	10 00	1,010		8
Haddock, fresh..... Lbs.	2,440,916	0 03	73,227	7,516	
" dried..... Cwt.	33,037	3 00	99,111	24,344	
" smoked finnan haddies..... Lbs.	354,900	0 06	21,294	144,900	
Hake, dried..... Cwt.	7,823	2 25	17,603		2,580
" sounds..... Lbs.	7,006	0 50	3,503		844
Pollock..... Cwt.	16,789	2 00	33,578	4,948	
Halibut..... Lbs.	294,194	0 10	29,419		281,865
Trout..... "	46,134	0 10	4,613	3,214	
Shad..... Brls.	749	10 00	7,490		626
Smelts..... Lbs.	275,982	0 05	13,799	52,732	
Alewives or gaspereaux..... Brls.	2,840	4 00	11,360		472
Bass..... Lbs.	15,950	0 10	1,595	7,275	
Eels..... Brls.	623	10 00	6,230		255
Clams in shell..... "	1,065	2 00	2,130	16	
Oysters..... "	1,357	4 00	5,428		212
Flounders..... Lbs.	141,136	0 05	7,057	10,611	
Tom cod..... "	80,500	0 05	4,025		15,400
Squid..... Brls.	15,873	4 00	63,492	13,727	
Coarse or mixed fish..... "	2,354	2 00	4,708	166	
Fish oil..... Galls.	76,807	0 30	23,042	20,688	
Fish used as bait..... Brls.	19,518	1 50	29,277		14,206
Fish products used as manure..... "	8,720	0 50	4,360	618	
Seal skins..... No.	20	1 25	25	2	
Total, 1901.....			1,969,244		
Total, 1900.....			2,112,023		
Decrease.....			142,779		

## SESSIONAL PAPER No. 22

## RECAPITULATION

SHOWING the Number and Value of Fishing Vessels, Boats, &c., in the District No. 2,  
Province of Nova Scotia for the Year 1901.

Material.	Value.	Total.
	\$	\$
92 vessels, 2,175 tons .....	45,600	
5,100 boats .....	98,459	
22,748 gill nets, 792,111 fathoms .....	169,092	
376 seines, 39,660 fathoms .....	67,473	
121 trap nets .....	23,405	
2,463 trawls .....	14,952	
32 weirs .....	5,040	
96 smelt nets .....	2,510	
8,543 hand lines .....	4,467	
		430,998
123 lobster canneries .....	106,869	
318,610 lobster traps .....	185,712	
		292,581
63 freezers and icehouses .....	28,732	
1,601 smoke and fishhouses .....	58,882	
805 wharfs and piers .....	49,975	
25 fishing smacks, tugs and steamers .....	960	
		159,049
Total .....		882,628

COMPARATIVE STATEMENT of the Value of the Fisheries in each County of District  
No. 2, Nova Scotia for the Years 1900 and 1901.

County.	Value in 1900.	Value in 1901.	Increase.	Decrease.
	\$	\$	\$	\$
Antigonish .....	74,648	69,009		5,639
Colchester .....	44,135	29,974		14,161
Cumberland .....	128,799	158,792	29,993	
Guysborough .....	711,117	928,668	217,551	
Halifax .....	1,028,423	661,426		366,997
Hants .....	5,987	4,630		1,357
Pictou .....	118,914	116,745		2,169
Totals .....	2,112,023	1,969,244	247,544	390,323
	1,969,244			247,544
Net decrease .....	142,779			142,779





## SESSIONAL PAPER No. 22

## RETURN showing the Kinds and Quantities of Fish in Lunenburg Co., District No. 3—Nova Scotia.

DISTRICTS.	KINDS OF FISH.													FISH PRODUCTS.			TOTAL VALUE OF ALL FISH.	Number.			
	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.	Smelts, lbs.	Alwives or Gaspereau, brls.	Clams, brls.	Reis, brls.	Flounders, lbs.	Tom cod or Frost fish, lbs.	Squid, brls.			Coarse and mixed fish brls.	Fish oil, galls.	Fish as bait, brls.
<i>Lunenburg County.</i>																					
1 Fox Point.....	10	600	...	60	50	280	75	130	...	...	...	10	...	55000	150	220	1600	240	500	42	34,287 80
2 Mill Cove.....	10	1000	200	50	100	250	...	100	...	...	12	3	...	55000	...	120	1400	260	400	50	35,461 00
3 The Lodge.....	7	200	2	200	40	70	...	20	...	...	2	2	...	3200	...	25	80	45	60	...	11,035 00
4 North-west Cove.....	12	100	6	40	30	50	...	25	...	...	10	6	...	2600	...	15	60	30	50	...	16,633 70
5 Aspotogan.....	13	25	...	20	15	40	...	50	...	...	2	2	...	1200	...	12	75	25	110	...	21,959 10
6 Bayswater.....	5	20	...	10	8	15	...	35	...	...	...	4	...	1600	...	10	78	20	60	...	6,880 05
7 Blandford.....	18	300	...	50	200	100	...	75	...	...	...	10	...	22000	400	22	310	100	385	...	12,791 00
8 Little and Big Tancook.....	52	2200	...	600	910	330	210	140	2000	...	...	...	...	50000	...	57	1282	800	1210	200	41,388 50
9 Deep Cove.....	8	700	1	...	20	10	...	10	...	...	...	5	...	20000	...	10	30	10	25	...	7,285 00
10 Chester.....	10	8	5	3000	40	50	...	20	1000	400	110	7	...	45000	1200	170	275	200	500	30	24,231 50
11 Mahone Bay and Martin's River.....	11	52000	100	18000	100	400	200	220	3800	200	25	4	...	8000	620	50	112	14000	900	20	229,115 00
12 Lunenburg Harbour and vicinity.....	150	113000	60	...	32300	980	...	400	20000	...	...	...	15	...	400	...	...	65000	...	...	595,777 20
13 Petite Riviere to La Have River inclusive.....	100	90000	35	...	250	...	...	160	500	6000	...	20	...	...	500	...	...	54000	...	...	398,585 00
14 Voglers Cove to Petite Riviere.....	125	10500	6	...	40	...	...	15	...	4000	...	...	15	...	600	...	...	6500	...	...	49,260 00
Totals.....	531	270653	415	22030	34103	2575	485	1400	27300	10600	157	53	50	263600	3870	711	5302	141230	4150	342	1,484,667 85
Values.....\$	4248	1082612	4150	661	102309	5794	242	2800	2730	530	628	424	500	13180	194	2844	10604	42369	6225	171	1,484,667 85

RETURN showing the Number, Tonnage and Value of Vessels and Boats, etc., and the Quantity and Value of Fish in the County of Queen's, Province of Nova Scotia, for the year 1901.

Number.	Districts.	FISHING VESSELS AND BOATS.						GILL NETS.			KINDS OF FISH.								Number.		
		Vessels.			Boats.			Number.	Fathoms.	Value.	Salmon, fresh, lbs.	Salmon, smoked, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.		Lobster, fresh in shell, cwt.	
		Number.	Value.	Men.	Number.	Value.	Men.														
Queen's County.																					
1	Ports Hebert and Joli.	2	32	700	8	65	1281	33	123	2460	615		350					2	13536	8000	1
2	Port Mouton.	2	30	600	9	81	1230	73	182	3640	910		1620					24	63168	10000	2
3	White and Hunt's Point.	2	25	500	7	44	787	44	142	2840	710		544					54	16608	1800	3
4	Western Head to Black Point.					75	1545	70	328	6560	1640		200					96		1100	4
5	Liverpool, Brooklyn and Gull Island.					30	500	45	66	1320	330		110	4000	1000	7000	280			850	5
6	Eagle Head and Beach Meadows.	1	18	200	5	25	297	19	34	680	170		12						44160	9000	6
7	Berlin and Milton.					49	808	37	112	416	560		3								7
8	Port Medway.					62	820	50	190	2700	1140		350					27			8
9	Mill Village.					27	196	25	38	660	120										9
10	Greenfield.					5	40	20			1050	120									10
	Totals.	7	105	2000	29	463	7504	416	1215	21276	6195		3189	4000	1000	7000	483	137472	30750		
	Values.												12756	40	20	840	7245	27495	246000		

## SESSIONAL PAPER No. 22

RETURN showing Quantities and Value of Fish, &amp;c.—Nova Scotia—Continued.

Number.	DISTRICTS.	KINDS OF FISH.											FISH PRO- DUCTS.	TOTAL VALUE OF ALL FISH.	Number.			
		Cod, dried, cwt.	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Alewives or Gas- pereau, brls.	Flounders, lbs.	Squid, brls.				Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.
Queen's County.																		
1	Ports Hebert and Joli.	250	38	25	750	200				10	5	20		100	40	69,657 20	1	
2	Port Mouton	1297	103	23	50	4000	400				1000	300		400	120	107,112 35	2	
3	White and Hunt's Points.	540	100	33	75	600						30		200	40	23,691 85	3	
4	Western Head and Black Point.	600	90	3	35	100						50		300	100	14,276 75	4	
5	Liverpool, Brooklyn and Gull Island	400	50	3	45	500	500			10		23		200	60	14,928 75	5	
6	Eagle Head and Beach Meadows.	150	27	11	10	100						5		25	20	81,699 25	6	
7	Berlin and Milton	90	24	10	10	3330				37		5		25	10	1,697 50	7	
8	Port Medway	1493							900	150	12			700		10,537 00	8	
9	Mill Village.					2600		15	3000	600	9					4,280 00	9	
10	Greenfield.					3000			500	500	6					2,594 00	10	
	Totals.	4820	432	73	250	5960	10130	15	3900	1307	32	1000	433	40	1950	390		
	Values.	19280	1296	164	500	596	1013	150	195	5223	320	50	1732	80	585	585	330,474 65	



RETURN showing the Fishing Materials and the Quantities and Values of Fish, &c.—Nova Scotia—Continued.

Number.	Districts.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						KINDS OF FISH.											
		Vessels.			Boats.			Gill Nets.			Trap Nets.			Trawls.			Salmon, fresh, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserv- ed in cans, lbs.	Lobsters, fresh in shell, cwt.	Number.	
		Number.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.											
Shelburne County.																									
1	Woods Harbour	5	77	3500	34	170	6500	175	430	20000	1900	1	1500				1100	2000	217324	1250	1				
2	Shag Harbour	2	45	800	15	85	4000	85	665	17500	1400						750	1000	97344	160	2				
3	Bear Point					25	800	30	580	1200	900						300			60	3				
4	Cape Island					450	18500	850	40	95000	10000	6	10000				550	1000	142840	1650	4				
5	Barrington	3	50	3000	25	62	1750	66	3160	13000	1200						250		19068	145	5				
6	Port La Tour and Baccaro	6	182	5500	70	415	7100	230	2385	71600	9250	2385					5000	2000	13612	445	6				
7	Cape Negro and Island	3	51	1290	20	150	2750	155	1080	32500	2700	1	1500				750		25392	800	7				
8	Port Clyde					9	500	9	25	800	50						2000	600	31602	100	8				
9	North East Harbour to Port Sexton	3	60	1800	25	30	1200	35	200	6000	1000	17					1915	200		650	9				
10	Black Point to Round Bay	3	65	1800	18	55	3175	125	670	20100	3350	65					1322	500		800	10				
11	Roseway and McNutt's Island	1	17	500	6	57	3600	125	540	16200	2700	60					702	600		650	11				
12	Gunning Cove to Birchtown	1	1	12	5	50	1700	100	27	8310	1385	45					325	1000		400	12				
13	Shelburne and Sandy Point	9	700	37000	165	55	1450	110	650	19500	3250	50					80	500	2	19824	600	13			
14	Jordan							70	417	12510	2085	50					1425	1000		240	14				
15	Lockeport	13	800	36000	196	160	2600	330	800	27000	4800	25					500	1000	10	57888	1900	15			
Totals		49	2059	91540	579	2021	57105	2495	13919	361220	45970	8	13000	342	1935	9090	16839	5100	7450	19	625794	9850			
Values																	1818	51	894	285	125150	78800			

## SESSIONAL PAPER No. 22

## RETURN showing the Kinds, Quantities and Value of Fish, &amp;c.—Nova Scotia—Continued.

Number.	Districts.	KINDS OF FISH.													FISH PRODUCTS.		TOTAL VALUE OF ALL FISH.	Number.		
		Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, lbs.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts.	Alwives or Gas- pereau, brls.	Beals, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squids, brls.			Coarse and mixed fish, brls.	Fish oil, galls.
Shelburne County.																				
1	Woods Harbour . . . . .	5000		600	75			200	700									150	8000	90,862 80
2	Shag Harbour . . . . .	2000		1000	100			1000	800	300	30							375	800	35,741 30
3	Bear Point . . . . .	2000		150	75			75	500									50	600	11,024 50
4	Cape Island . . . . .	4000		8000	4000			1600	25000									3000	10000	237,928 00
5	Barrington . . . . .	10000		1300	300			300	300	450	430			500				200	2500	53,172 60
6	Port La Tour and Baccaro . . . . .	14700		1600	3100			4200	3750	200	130							2660	2100	107,693 40
7	Cape Negro and Island . . . . .	29000		1100	1200			1200	2900									630	1500	139,480 40
8	Port Clyde . . . . .	1500			30				600		150								600	17,570 40
9	North East Harbour to Port Saxton . . . . .	902	2	800	45			55	1600	300	60	2	500	300	15			332	25	17,788 10
10	Black Point to Round Bay . . . . .	825	2	1000	175		9	46	1000	1500	450	10	1800	3000	30	20		500	90	18,650 25
11	Roseway and McNutt's Island . . . . .	700	2	700	350			90	325	200	35	15	2500	3000	25	10		400	50	13,124 50
12	Gunning Cove to Birchtown . . . . .	5039	3	300	165			131	100	250	100	60	61200	2000	20			600	40	26,316 00
13	Shelburne and Sandy Point . . . . .	10300	7	4000	325	8000		1060	2600	5000	300	200	71000	1500	12	12		4700	750	59,902 80
14	Jordan . . . . .	290	1	200	100	300	2	37	550	1000	200	25	81000	1000	10			250	50	10,673 50
15	Lockeport . . . . .	9000	10	2000	665		47	725	10500	800	500	1000	151200	500	20	12		5000	1214	81,623 35
	Totals . . . . .	131256	27	22750	10705	8300	58	10719	50625	10600	3600	2570	63	9200	11800	132	54	18847	28319	
	Values . . . . . \$	25024	270	682	32115	498	130	21438	5063	1060	180	10280	630	460	590	528	108	5654	42478	921,551 90

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &c., and Quantities of Fish—Nova Scotia—*Con.*

FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.				KINDS OF FISH.														
Districts.	Vessels.				Boats.		Gill Nets.		Trap Nets.		Trawls.		Salmon, fresh, lbs.	Herring, salted, blbs	Herring, fresh, lbs.	Herring, smok'd, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, blbs	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Number.	
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.										
<i>Yarmouth County</i>																						
1 Yarmouth . . . . .	10	687	14500	152	63	1260	75	9000	2750	4	12500	250	1250	1500	680	19000	13500	50	14400	8000	1	
2 Port Maitland . . . .	6	72	1850	28	30	1500	45	50	1000	500	3	7500	10	500	375	30000	1550	90000	38400	800	2	
3 Sandford . . . . .	...	...	...	...	37	1100	55	225	4500	1350	3	7500	10	500	1200	14000	180000	...	...	500	3	
4 Arcadia . . . . .	...	...	...	...	34	650	40	45	1200	270	...	...	...	...	875	...	500	...	...	750	4	
5 Pubnico . . . . .	18	818	28900	232	50	600	85	150	3000	900	1	2500	15	150	200	...	5000	...	215000	5000	5	
6 Tusket Wedge . . . .	6	280	6250	64	85	850	110	185	3700	1000	1	1600	...	...	300	375	...	9000	200000	2000	6	
7 Tusket . . . . .	...	...	...	...	250	1500	250	1800	6000	10000	...	...	...	1875	225	...	7	...	...	...	7	
8 Eel Brook . . . . .	...	...	...	...	45	450	90	150	3000	650	...	...	...	...	...	...	...	...	...	...	8	
9 Salmon River . . . .	...	...	...	...	24	240	22	100	2000	500	...	...	...	975	...	...	...	...	150000	600	9	
10 Argyle . . . . .	...	...	...	...	45	270	50	120	2400	720	...	...	...	...	150	...	...	...	...	...	10	
Totals . . . . .	40	1857	51500	476	663	8420	822	3275	36400	18640	12	31600	285	2400	10375	4080	63000	1550	617800	17650		
Values . . . . .	...	...	...	...	...	...	...	...	...	...	...	...	...	2075	16320	630	31	35760	750	123560	141200	



## SESSIONAL PAPER No. 22

RETURN showing the Quantity and Value of Fish, &amp;c.—Nova Scotia—Con.

DISTRICTS.	KINDS OF FISH.													FISH PRODUCT.			TOTAL VALUE OF ALL FISH.	Number.			
	Cod, dried, cwt.	Cod, tongues and soups, bbls.	Haddock, fresh, lbs.	Haddock, dried, cwt	Smoked Finnan Haddies, lbs.	Hake, dried, cwt.	Pollock, cwt.	Hallibut, lbs.	Trout, lbs.	Smelts, lbs.	Alewives or Gasper- eau, bbls.	Mels, bbls.	Flounders, lbs.	Tom Cod or frost fish lbs.	Squid, bbls.	Coarse and Mixed Fish, bbls.			Fish Oil, galls.	Fish as bait, bbls.	Fish as manure, bbls
<i>Yarmouth County</i>																					
1 Yarmouth.....	18000	5	6000	3800	3500	600	1700	20000	3000	20000	.....	.....	.....	2000	.....	25	100	4000	275	300	166,512 50
2 Port Maitland.....	10000	4	12500	.....	15000	75	1850	2500	.....	2000	.....	.....	.....	.....	25	1250	1700	500	75	550	75,849 75
3 Sandford.....	2000	.....	.....	250	5000	75	1200	6000	.....	2000	.....	.....	.....	.....	.....	500	200	75	275	275	45,068 75
4 Arcadia.....	600	.....	.....	.....	.....	.....	125	300	.....	2500	.....	65	.....	.....	.....	.....	100	.....	.....	200	13,595 00
5 Pubnico.....	13850	5	.....	2675	.....	.....	2208	3000	.....	7000	.....	.....	.....	5000	5000	50	50	3200	200	200	154,751 00
6 Tusket Wedge.....	8000	.....	.....	1000	.....	120	700	500	.....	.....	.....	.....	.....	2000	50	500	1500	100	.....	.....	37,200 00
7 Tusket.....	.....	.....	.....	.....	.....	.....	.....	.....	7000	.....	1450	40	.....	60000	.....	.....	.....	350	.....	.....	11,700 00
8 Eel Brook.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	900	100	.....	.....	.....	.....	.....	100	.....	.....	4,750 00
9 Salmon River.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	540	50	.....	.....	.....	.....	.....	90	.....	.....	2,990 00
10 Argyle.....	300	.....	.....	100	.....	.....	.....	300	.....	.....	75	20	.....	1500	.....	.....	.....	200	.....	.....	37,805 00
Totals.....	52750	14	18500	7975	23500	870	7783	32600	10000	31500	2965	275	2000	68500	150	2400	10700	1440	1325	.....	.....
Values.....\$	211000	140	555	23925	1410	1958	15566	3260	1000	1575	11860	2750	100	3425	600	4800	3210	2160	662	.....	610,282 00



## SESSIONAL PAPER No. 22

## RETURN showing the Quantity and Value of Fish, &amp;c.—Nova Scotia.—Con.

Number.	DISTRICTS.	KINDS OF FISH.												FISH PRODUCTS.				TOTAL VALUE OF ALL FISH.	Number.			
		Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt. •	Hallibut, lbs.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Alewives or Gas- pereau, brls.	Flounders, lbs.	Squid, brls.	Coarse and mixed fish, brls.			Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.
<i>Digby County.</i>																						
1	Digby.	6850	30	30000	2785	960000	18400	6000	2032	32000	2000	2	2000	250	4	11000	516	5000	2385	3550	8800	422,681 75
2	Culloden and Bay View	430	9	60000	22		3000	950	575	3000	500					1450	5	450	700	430	650	17,760 50
3	Gulliver's Cove.	1705	5	30000	2363		4730	2600	800	2660	20					350	3	450	800	600	1500	70,523 00
4	Rossway and Waterford	240	2	2500	275		380	170	500	500	25	3				600	20	450	250	2000	2100	15,336 50
5	Centreville and Sandy Cove.	1858	8	206350	508	400000	4875	2700	642	2760	40					2500	35	610	5250	515	11000	115,516 75
6	Mink Cove	821		30000	1139	100000	3269	940	965	2008	40					500	10	64	1080	479	905	33,934 80
7	Little River and Long Beach	4658	5	230000	3100	45000	4149	2700	450	2025	45					2250	9	2040	1775	1060	7100	103,639 25
8	Whale Cove.	385	10	80000	2000		1501	2300	1407	1450	10					1000	6	500	2000	300	5000	25,521 25
9	East Ferry	1105	2	22500	343		1200	460	1818	6175						600	165	300	900	300	500	19,997 50
10	Tiverton and Central Grove.	5904	25	110000	3413	120000	10510	9000	3155	16840	60					1520	100	1100	3800	3400	10400	107,052 50
11	Freeport	15616	42	120000	2533		2437	4617	12036	26960	100					2000	50	200	3000	3500	10000	138,648 50
12	Westport	14628	13	299100	3658		2788	1500	11220	89812						5000	410	250	6900	1450	10500	146,014 20
13	Smith's Cove	25		8000	6		30	70	300							1000	10	200	100	200	20000	17,530 50
14	Barton and Plymton	295		23500			150		39	100	400	18	6000		30	1300	14	40	200	600	700	5,876 50
15	Doty's Landing and Weymouth	3047	4	96500	10		50	300	130		840	10	20000		11	1250		45	280	450	550	43,243 00
16	New Edinburgh and Brighton	217		103000	1056		300	175	287	475	120	20	5800	20	60	1500		175	305	500	1200	87,985 50
17	Belliveau's Cove.	170		129000			35		444										15	621		9,993 75
18	Grosses Coques and Church Pt	424		105500			2		551								20		80	133		7,523 00
19	Comeauville and Saultmerville	360		30000					307											60		7,963 00
20	Metaghan and River.	365		33000					264	1000							9		120	81		6,749 00
21	Cape St. Mary's to Beaver Riv.	655		64100					925	650				10			36		300	93		7,585 50
22	Not included above																400	1500				27,880 00
	Totals.	59758	155	1822050	23205	1625000	57797	34482	39747	188415	4200	53	34800	336	128	32820	1418	13374	30260	22122	90905	
	Values.	239032	1550	54661	69615	97500	130043	17241	79494	18842	420	530	1740	1344	1280	1641	5672	26748	9078	33183	45452	1,438,942 25



RETURN showing the Fishing Materials and the Quantity and Value of Fish, &amp;c.—Nova Scotia.—Continued.

DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						KINDS OF FISH.					
	Vessels.			Boats.			Gill Nets.		Trawls.		Weirs.		Salmon, fresh, lbs.	Herring, salted, lbs.	Herring, fresh, lbs.	Herring, smoked, lbs.		
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.					Value.	
<i>Annapolis County.</i>																		
1 Margaretville. ....	1	14	200	3	8	100	16	20	500	200	10	75	1000	200	1000	1000	1	
2 Point George. ....	1	10	150	3	10	200	20	20	500	200	20	150	800	300	1500	1500	2	
3 Port Lorne. ....	1	10	150	3	25	300	25	20	500	225	25	200	360	360	2000	2000	3	
4 Hampton. ....	1	10	150	3	13	175	20	22	550	275	22	180	325	325	1000	1000	4	
5 Phinny and Young's Cove. ....	1	23	500	9	20	225	25	25	600	300	25	200	300	200	1000	1000	5	
6 Parker's Cove. ....	1	16	250	3	25	300	30	35	600	300	35	300	300	150	1200	1200	6	
7 Hillsburn. ....	1	10	150	4	16	175	35	20	500	225	25	200	225	140	700	700	7	
8 Litchfield and Delaps Cove. ....	1	10	150	4	15	150	30	22	550	275	25	200	200	150	800	800	8	
9 Victoria Beach. ....	1	40	600	10	30	500	35	10	200	100	50	400	100	100	100	100	9	
10 Thorne's Cove to Ferry. ....	1	64	900	10	6	100	10	10	200	100	20	150	100	40	10	10	10	
11 Clementsport. ....	1	16	300	5	10	200	15	12	250	120	25	200	5	700	7000	7000	11	
12 Annapolis to County line. ....	1	16	300	5	10	200	15	12	250	120	25	200	5	700	7000	7000	12	
13 Lequille & Round Hill R's & inland lakes. ....	1	16	300	5	10	200	15	12	250	120	25	200	5	700	7000	7000	13	
Totals .....	8	193	3050	47	178	2425	261	316	5300	2670	282	2255	19	2100	3200	2015	9200	7000
Values. ....														640	8060	92	140	

\* Hook and line fishing.

## SESSIONAL PAPER No. 22

RETURN showing the quantity and Value of Fish, &amp;c.—Nova Scotia.—Continued.

DISTRICTS.	KINDS OF FISH.												FISH PRODUCTS.			TOTAL VALUE OF ALL FISH.	Number.			
	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Trout, lbs.	Shad, brls.	Alwives or gas- pereau, brls.	Eels, brls.	Flounders, lbs.	Coarse and mixed fish, brls.	Fish oils, galls.			Fish as bait, brls.	Fish as manure, brls.	
<i>Annapolis County.</i>																				
1 Margaretville.....	50	400	2	2000	80	220	100	200	.....	.....	.....	.....	.....	.....	200	20	50	4,390 00	1	
2 Point George.....	60	350	2	1500	100	300	114	200	.....	.....	.....	.....	.....	.....	200	30	50	4,882 00	2	
3 Port Lorne.....	70	400	3	1000	200	175	100	225	.....	.....	.....	.....	.....	.....	175	30	60	6,061 25	3	
4 Hampton.....	50	500	3	800	300	300	120	300	.....	.....	.....	.....	.....	.....	200	40	60	6,149 00	4	
5 Phinny and Young's Cove.....	60	350	2	1000	400	900	300	400	.....	.....	.....	.....	.....	.....	300	50	70	7,115 00	5	
6 Parker's Cove.....	209	600	4	900	900	800	500	600	.....	.....	.....	.....	.....	.....	500	70	60	10,914 00	6	
7 Hillsburn.....	150	500	3	700	700	1200	590	100	.....	.....	.....	.....	.....	.....	400	60	50	9,303 00	7	
8 Litchfield and Delaps Cove.....	125	500	2	1000	700	3000	800	100	.....	.....	.....	.....	.....	.....	500	50	75	13,370 50	8	
9 Victoria Beach.....	130	3500	10	3000	2000	2500	3000	300	.....	.....	.....	.....	.....	.....	2000	100	75	29,742 50	9	
10 Thorne's Cove to Ferry.....	.....	400	3	900	900	1200	800	40	.....	.....	.....	.....	.....	.....	600	50	60	7,822 00	10	
11 Clementsport.....	.....	70	1	600	200	1400	900	50	.....	1000	50	.....	.....	.....	.....	.....	.....	4,748 00	11	
12 Annapolis to County line.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2000	.....	.....	.....	.....	.....	.....	.....	930 00	12	
13 Lequille and Round Hill R's & inland lakes	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,554 00	13	
Totals.....	895	7570	35	13400	6480	11995	7234	2515	3000	3000	50	26	5	1000	2100	5075	500	610	.....	.....
Values.....	7160	30280	350	402	19440	26989	3617	5030	300	500	500	104	50	50	1522	750	305	109,981 25	.....	.....

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of Fish, &amp;c.—Nova Scotia—Con.

Number.	DISTRICTS.						FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						KINDS OF FISH.						Number.		
	Vessels.			Boats.			Gill Nets.			Seines.			Trawls.			Weirs.		Salmon, fresh, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Lobsters, fresh in shell, cwt.				
	Number.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.											
<i>King's County.</i>																											
1	Avonport and vicinity			12	175	12	12	1600	650											1300							1
2	Morden			6	90	12	10	300	100											8000	100	90000	300	7500	60	2	
3	Starr's Point Flats			4	60	13	3																				3
4	Kingsport			3	35	3	3	70	12																		4
5	Medford																										5
6	Blomidon	1	19	200	2		3	30	30																		6
7	Scotts Bay			12	365	30	30	4300	220											1500	50	15000	1500	1800	40	7	
8	Baxter's Harbour			17	255	34	34	1020	340											6000	100	90000	2000	3	8		
9	Hall's Harbour	1	14	100	3	16	300	32	20	700	200	5	500	350	16	200				13000	400	124000	2000	2000	50	9	
10	Chipman Brook			9	150	18	9	270	75											4000	100	30000	1500	2500	20	10	
11	Canada Creek	1	10	100	3	6	100	12	6	180	60	3	300	300						7500	150	125000	6000	2000	25	11	
12	Harbourville	1	13	100	3	6	60	12	14	140	75	4	240	120						2000	100	35000	7000	1000		12	
13	Ogilvie's Wharf			4	60	8	6	360	60											150	45000					50	13
Totals		4	56	500	11	97	1690	189	147	8970	1822	36	11890	4865	28	362				43300	1201	556100	18300	18600	248		
Values																				8660	4804	5561	366	2232	1984		



## SESSIONAL PAPER No. 22

RETURN showing the Quantity and Value of Fish, &amp;c.—Nova Scotia—Continued.

DISTRICTS.	KINDS OF FISH.										FISH PRODUCTS.			TOTAL VALUE OF ALL FISH.	Number.
	Cod, dried, cwt.	Haddock, fresh, lbs	Haddock, dried, cwt.	Hake, dried, cwt.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, brls.	Alewites or Gaspereau, brls.	Bass, lbs.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.		
<i>King's County.</i>															
1 Avonport and vicinity	125	7500	25		100	1000	1200	1	582	600	1000	10	220	1200	1
2 Morden	4							55			20		2		2
3 Starr's Point Flats	10							10	5	50	20			20	3
4 Kingsport	45							7						100	4
5 Medford	50	2500			12			5					25	25	5
6 Blomidon	50	11000	35		30	500		12		100	500	10	150	400	6
7 Scotts Bay	200	3000	45	20	100	500				100	1000	75	350	200	7
8 Baxter's Harbour	150	85000	25	10	200	600		5		200	1200	100	150	500	8
9 Hall's Harbour	75	2500	20	12	750	500		5		1200	2000	200	100	200	9
10 Chipman Brook	150	1800	10	10	100	500		6		800	2000	100	100	400	10
11 Canada Creek	150	1000	25		25						50		30		11
12 Harbourville	85	2000	15		50								80	50	12
13 Oglvie's Wharf															13
Totals	1094	116300	200	52	1767	4100	1200	106	587	3050	7790	395	1207	3115	
Values	4376	3489	600	117	3534	410	120	1060	2348	305	15580	118	1811	1537	59,032 50

2-3 EDWARD VII., A. 1903

## RECAPITULATION.

Of the Yield and Value of the Fisheries in District No. 3, Province of Nova Scotia, for the Year 1901.

Kinds of Fish.	Quantity.	Rate.		Value.		Total Value.	
		\$	cts.	\$	cts.	\$	cts.
Salmon, fresh .....	Lbs. 103,735	0	20	20,747	00	21,156	00
" smoked .....	" 2,045	0	20	409	00		
Herring, salted .....	Brls. 37,021	4	00	148,084	00	172,930	50
" fresh .....	Lbs. 2,344,550	0	01	23,445	50		
" smoked .....	" 70,050	0	02	1,401	00	203,481	00
Mackerel, fresh .....	" 389,550	0	12	46,746	00		
" salted .....	Brls. 10,449	15	00	156,735	00	1,341,897	40
Lobsters, canned .....	Lbs. 1,628,887	0	20	325,777	40		
" fresh in shell .....	Cwt. 127,015	8	00	1,016,120	00	2,118,064	00
Cod, dried .....	" 527,901	4	00	2,111,604	00		
" tongues and sounds .....	Brls. 646	10	00	6,460	00	409,158	90
Haddock, fresh .....	Lbs. 2,015,030	0	03	60,450	90		
" dried .....	Cwt. 83,100	3	00	249,300	00	186,295	50
" smoked (finnan haddies) .....	Lbs. 1,656,800	0	06	99,408	00		
Hake, dried .....	Cwt. 73,420	2	25	165,195	00	128,362	00
" sounds .....	Lbs. 42,201	0	50	21,100	50		
Pollock .....	Cwt. 64,181	2	00			30,900	00
Halibut .....	Lbs. 309,000	0	10				
Trout .....	" 39,130	0	10			2,240	00
Shad .....	Brls. 224	10	00				
Smelts .....	Lbs. 84,400	0	05			31,792	00
Alewives .....	Brls. 7,948	4	00				
Basas (sea) .....	Lbs. 3,050	0	10			5,530	00
Eels .....	Brls. 553	10	00				
Flounders .....	Lbs. 309,620	0	05			4,208	50
Tom Cod .....	" 84,170	0	05				
Squid .....	Brls. 2,844	4	00			62,120	00
Coarse and mixed fish .....	" 31,060	2	00				
Clams (shelled) .....	" 453	8	00			62,537	10
Fish oil .....	Galls. 208,457	0	30				
Fish as bait .....	Brls. 58,128	1	50			87,192	00
Fish as manure .....	" 96,297	0	50				
Total for 1901 .....						4,954,932	40
" 1900 .....						4,625,042	60
Increase .....						329,889	80

SESSIONAL PAPER No. 22

## RECAPITULATION.

Of the Value of Fishing Vessels, Nets, &c., in District No. 3, Nova Scotia, for the Year 1901.

Material.	Value.	Total.
	\$ cts.	\$ cts.
334 fishing vessels (19,031 tons) .....	972,705 00	
5,455 fishing boats .....	117,867 00	
21,674 gill-nets (604,620 fathoms) .....	127,635 00	
313 seines (38,997 fathoms) .....	52,773 00	
159 trap-nets .....	72,000 00	
3,159 trawls .....	58,082 00	
90 weirs .....	12,895 00	
16 smelts-nets .....	502 00	
21,783 hand lines .....	14,396 00	1,428,855 00
68 lobster canneries .....	69,000 00	
217,434 " traps .....	186,473 00	255,473 00
143 freezers and ice-houses .....	24,690 00	
3,515 smoke and fish-houses .....	91,669 00	
573 piers and fishing wharfs .....	118,705 00	
83 fishing tugs or smacks .....	54,775 00	289,839 00
Total .....		1,974,167 00

Number of persons employed in the fisheries of the same district, 1901 :

Men in fishing vessels .....	4,435
" " boats .....	7,356
Hands in lobster canneries .....	1,711
Total .....	13,502



## RECAPITULATION

Showing the Number, Tonnage and Value of Vessels and Boats, nets and other Fishing Materials, &c., used in the whole Province of Nova Scotia for the Year 1901.

FISHING DISTRICTS.				FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.												
Number.	Name.	Vessels.			Boats.			Gill Nets.			Seines.			Trap Nets.		Trawls.				
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.		
District No. 1—																				
1	Richmond.....	52	2146	22095	416	1282	22891	2104	12222	230070	60974	3	240	250	1197	6805	1	1197	6805	
2	Cape Breton.....	23	421	8655	104	472	10614	928	2766	62428	18707	1	100	500	456	3072	2	456	3072	
3	Victoria.....	3	42	800	14	614	8370	989	1456	37237	11693	11	100	500	206	1210	3	206	1210	
4	Inverness.....	23	304	5660	103	641	13766	1332	1334	36014	14147	2	450	300	422	2138	4	422	2138	
District No. 2—																				
5	Cumberland.....					236	4525	308	524	15435	2969					8	72	5	8	72
6	Colchester.....					169	2591	287	70	18424	4350					8	220	6	8	220
7	Pictou.....					334	7985	360	335	12310	5777					29	132	7	29	132
8	Antigonish.....	1	10	100	3	249	3441	293	763	16286	3977					37	4165	186	37	4165
9	Guysborough.....	41	890	22475	224	1928	45862	1912	10676	466641	119844	38	3415	5178	52	15940	1578	52	15940	1578
10	Halifax.....	49	1257	22725	306	2131	33040	2432	10281	256680	30873	338	36245	62296	32	3300	654	32	3300	654
11	Hants.....	1	18	300	2	53	1065	66	99	6385	1302									
District No. 3—																				
12	Lunenburg.....	166	13029	753290	2812	1217	15773	1707	3624	143100	44695	216	22600	40670	136	23350	1130	136	23350	1130
13	Queen's.....	7	105	2000	29	463	7504	416	1215	21276	6195	6	600	1100	1	260	8	1	260	8
14	Shelburne.....	49	2059	91540	579	2021	57105	2495	11919	361220	45970	2	200	300	8	13000	342	8	13000	342
15	Yarmouth.....	40	1837	51500	476	663	8420	822	3275	36400	18640	1	50	50	12	31000	285	12	31000	285
16	Digby.....	60	1732	70825	481	816	24950	1466	1178	28354	7643	52	3657	5788	2	3800	1084	2	3800	1084
17	Annapolis.....	8	193	3050	47	178	2425	261	316	5300	2670					282	2255	17	282	2255
18	Kings.....	4	56	900	11	97	1690	189	147	8970	1822	36	11890	4865			28	36	11890	4865
Totals.....		527	24119	1055515	5607	13564	271967	18367	62220	1762480	402248	695	79447	121296	291	95655	7902	291	95655	7902

SESSIONAL PAPER No. 22

RECAPITULATION—Continued.  
Showing the Number, the Quantity and Value of Fishing Materials, &c.—Continued.

FISHING DISTRICTS.			FISHING GEAR OR MATERIALS.				LOBSTER PLANT.				OTHER FIXTURES USED IN FISHING.											
COUNTIES.			Weirs.		Smelt Nets		Hand Lines.		Canneries.		Traps.		Freezers and Icehouses.		Smoke and Fishhouses.		Piers and Wharves.		Tugs Steamers and Smacks.			
			Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.		
1	District No. 1—																					
2	Richmond		21	605	5615	3513	12	8600	72895	19338	197	1500	862	23665	157	10175	24	2435	1	2435		
3	Cape Breton		50	67	2409	1585	18	20060	38270	18895	445	10	2275	179	4293	123	8518	17	6580			
4	Victoria		3	12	1750	1454	17	3880	13983	8093	149	8	2475	129	6821	31	5775	5	210			
5	Inverness		31	300	2949	1923	20	10500	41100	22005	396	11	4030	233	7400	68	42215	9	445			
6	District No. 2—																					
7	Cumberland		6	230	1685	92	74	24860	47250	30944	359	...	...	19	1213	7	1500	...	...	5	...	
8	Colchester		22	4500	7	140	21	35	3	1200	4400	2850	25	9	800	30	1075	...	...	6	...	
9	Pictou		...	...	8	235	50	27	28500	49480	27453	359	18	307	1	20	1	20	...	...	7	...
10	Antigonish		...	...	...	...	286	104	6	6500	1920	11550	138	3	2150	118	1123	...	...	8	...	
11	Guysborough		18	400	3993	2849	28	29584	117600	78550	440	28	24660	607	30090	211	30890	2	8000	9	8000	
12	Halifax		2	50	4061	1345	21	16225	80630	34355	336	5	815	826	23661	586	17065	23	13960	10	13960	
13	Hants		4	310	40	...	10	...	...	...	...	...	...	...	...	...	...	...	...	11	...	
14	District No. 3—																					
15	Lunenburg		...	...	3380	1810	6	2100	15220	7620	425	3	650	2151	24050	212	28400	15	1400	12	1400	
16	Queen's		...	...	878	449	7	1706	15231	7695	339	21	6370	247	5352	6	1400	7	300	13	300	
17	Shelburne		...	...	6271	5716	25	15900	109200	94525	172	17	5350	410	27140	167	23910	19	7950	14	7950	
18	Yarmouth		4	740	3640	1870	22	34200	37200	37200	365	12	5900	94	8050	20	8250	24	34125	15	34125	
19	Digby		32	5080	6812	3749	8	15100	35111	35111	1326	75	5755	376	21242	168	56745	18	11000	16	11000	
20	Annapolis		19	2100	347	347	...	...	4825	3375	59	2	200	142	2275	...	...	...	...	17	...	
21	Kings		35	4975	455	455	...	...	947	947	25	13	465	95	3560	...	...	...	...	18	...	
22	Totals		153	18235	43049	27338	258	218909	702292	440516	5555	236	63702	6519	192730	1757	234863	163	86405			

RECAPITULATION—Continued.

RETURN showing the Kinds and Quantities of Fish and Fish Products in the whole Province of Nova Scotia, &c.—Continued.

Number.	COUNTIES.			Herring.			Mackerel.		Lobsters.		Cod.		Haddock.		Hake.		Number.
	Salmon.			Salted.		Smoked.		Fresh.	Salted.	Preserved in cans.	Fresh in shell.	Dried.	Fresh.	Dried.	Smoked human haddies.	Dried.	Sounded.
	Lbs.	Lbs.	Lbs.	Brls.	Lbs.	Lbs.	Lbs.										
<i>District No. 1.</i>																	
1 Richmond	8950	540	412	10067	166450	.....	143250	8261	324284	902	25583	87	210700	7896	91400	573	252
2 Cape Breton	21444	.....	412	4086	24350	.....	19270	1334	430720	959	15754	33	4550	1578	.....	63	2
3 Victoria	51576	2440	463	714	15650	.....	14479	1505	122560	11	10305	.....	8760	2050	.....	15	3
4 Inverness	63253	2183	.....	2618	702100	.....	5500	897	240868	1441	16041	25	8000	3187	.....	2900	439
<i>District No. 2.</i>																	
5 Cumberland	12000	.....	1300	470	100000	61500	6400	2	488352	40	800	.....	3200	640	900	100	5
6 Colchester	67284	.....	.....	17	4000	5000	.....	.....	39120	110	175	.....	2500	25	.....	15	6
7 Pictou	54100	.....	.....	16839	117000	.....	6200	.....	479080	.....	139	.....	500	.....	.....	158	7
8 Antigonish	48450	.....	.....	1010	332200	.....	2700	385	136128	.....	660	.....	8100	161	.....	1346	200
9 Guysborough	120253	200	1700	5631	1940750	.....	1440073	3621	672240	3168	37718	21	2290538	30163	350000	3215	2774
10 Halifax	14929	.....	2385	6156	26600	5800	87900	21385	440784	12842	21449	80	126958	2043	4000	2089	1232
11 Hants	4640	.....	.....	5	19000	.....	.....	.....	.....	.....	78	.....	.....	5	.....	.....	11
<i>District No. 3.</i>																	
12 Lunenburg	10735	.....	300	5163	17800	.....	42800	9897	118086	531	270653	415	22030	34103	.....	2575	485
13 Queens	19780	.....	1745	3189	4000	1000	7000	483	137472	30750	48290	.....	.....	432	.....	73	13
14 Shelburne	9090	.....	.....	16839	5100	.....	7450	19	625794	98500	131256	27	22750	10705	8800	58	14
15 Yarmouth	10375	.....	.....	4080	63000	1550	298000	50	617800	17650	59250	14	18500	7975	23500	870	15
16 Digby	1255	.....	.....	4532	1089350	42200	15700	.....	129735	67691	59758	155	1822950	29205	1625000	57797	34482
17 Annapolis	3200	.....	.....	2015	9200	7000	.....	.....	895	7570	35	.....	.....	6480	.....	11995	7234
18 Kings	43300	.....	.....	1201	556100	18300	18600	.....	.....	248	1094	.....	116300	200	.....	52	18
Totals	572214	5563	7440	67795	5782860	698850	2140222	47909	5003023	146488	556603	892	4687956	130848	2103100	84794	49898

+ Barrels, salted, total 87.



## SESSIONAL PAPER No. 22

## RECAPITULATION—Concluded.

RETURN showing the Kinds and Quantities of Fish and Fish Products in the whole Province of Nova Scotia, &amp;c.—Concluded.

COUNTIES.	KINDS OF FISH—Con.																			TOTAL VALUE.	Number.
	Pollock.	Halibut.	Trout.	Shad.	Smelts.	Alewives or gaspereaux.	Bass.	Eels.	Clams.	Oysters.	Flounders.	Tom cod or froast fish.	Squid.	Coarse and mixed fish.	Fish oil.	Fish as bait.	Fish as manure.	Seal skins.			
District No. 1.																					
1 Richmond.....	3981	139450	4157	2650	61600	1707	1500	852	.....	8	993800	48900	1200	5008	13776	4056	.....	.....	513,584	05	
2 Cape Breton.....	375	29280	3300	14	25200	243	9850	169	.....	8	2400	.....	424	98	7312	3117	.....	.....	220,561	05	
3 Victoria.....	424	18825	1150	.....	4350	46	.....	64	.....	75	.....	3425	897	13	11997	841	.....	46	124,105	08	
4 Inverness.....	1882	12300	3480	.....	7580	355	.....	159	.....	250	.....	7000	1185	703	7431	4949	335	.....	207,121	45	
District No. 2.																					
5 Cumberland.....	200	2700	2650	410	187200	925	1500	25	.....	894	4509	23300	680	445	65	5844	1625	.....	158,792	00	
6 Colchester.....	8	2500	11000	253	7784	110	9850	450	210	.....	.....	.....	.....	.....	160	25	130	.....	29,974	00	
7 Pictou.....	.....	.....	4600	.....	12400	25	.....	100	30	62	.....	300	250	10	35	1560	1440	.....	116,745	00	
8 Antigonish.....	615	25	670	.....	8290	29	4300	66	.....	185	17936	.....	85	62	387	1412	920	.....	69,009	00	
9 Guysborough.....	13003	229353	11314	32508	32508	1035	.....	325	.....	.....	5300	14100	12744	814	58600	8649	3015	.....	928,068	00	
10 Halifax.....	2897	50616	9450	25300	25300	489	300	107	465	6	110700	40800	2114	1023	17560	2028	1590	.....	661,426	00	
11 Hants.....	66	.....	6450	86	2000	227	.....	120	.....	.....	3000	2000	.....	.....	.....	.....	.....	17	4,630	00	
District No. 3.																					
12 Lunenburg.....	1400	27300	.....	.....	10600	157	.....	50	53	.....	263600	3870	711	5302	141230	4150	342	.....	1,484,667	85	
13 Queens.....	250	5960	10130	15	3900	1307	.....	32	.....	.....	1000	.....	433	40	1950	390	.....	.....	330,474	65	
14 Shelburne.....	10719	50625	10600	.....	3000	2570	.....	63	.....	.....	9200	11800	132	54	18847	28319	.....	.....	921,551	90	
15 Yarmouth.....	7783	32600	10000	.....	31500	2965	.....	275	.....	.....	2000	68500	150	2400	10700	1440	1325	.....	610,282	00	
16 Digby.....	39747	188415	4200	53	34800	336	.....	128	400	.....	32820	.....	1418	13374	30260	22122	90005	.....	1,438,942	25	
17 Annapolis.....	2515	.....	3900	50	.....	26	.....	5	.....	.....	1000	.....	.....	2100	5075	500	610	.....	104,981	25	
18 Kings.....	1767	4100	1200	106	.....	587	3050	.....	.....	.....	.....	.....	.....	7790	395	1207	3115	.....	59,032	50	
Totals.....	87632	803049	97351	987	459112	13139	19000	2420	1518	1690	1446956	223995	22423	39236	326280	91209	105352	66	7,989,548	03	

2-3 EDWARD VII., A. 1903

## RECAPITULATION

OF the Yield and Value of the Fisheries of the whole Province of Nova Scotia  
for the Year 1901.

Kinds of Fish.	Quantity.	Rate.	Value.	Total Value.
		\$ cts.	\$ cts.	\$ cts.
Salmon, fresh..... Lbs.	572,214	0 20	114,442 60	
" preserved..... Cans.	5,563	0 15	834 45	
" smoked..... Lbs.	7,440	0 20	1,488 00	
" salted..... Brls.	87	15 00	1,305 00	118,070 05
Herring "..... "	67,795	4 00	271,180 00	
" fresh..... Lbs.	5,792,850	0 01	57,928 50	
" smoked..... "	695,850	0 02	13,917 00	343,025 50
Mackerel, salted..... Brls.	47,909	15 00	718,635 00	
" fresh..... Lbs.	2,140,222	0 12	256,825 88	975,460 88
Lobsters, preserved in cans..... "	5,003,023	0 20	1,000,603 80	
" fresh, in shell..... Cwt.	146,488	5 00	1,113,485 00	2,114,088 80
Cod, dried..... "	556,603	4 00	2,626,412 00	
" tongues..... Brls.	892	10 00	8,920 00	2,635,332 00
Haddock, dried..... Cwt.	130,848	3 00	392,544 00	
" fresh..... Lbs.	4,687,956	0 03	140,638 20	
" smoked (finnan haddies)..... "	2,103,100	0 06	126,186 00	659,368 20
Hake, dried..... Cwt.	84,794	2 25	190,787 25	
" sounds..... Lbs.	49,898	0 50	24,949 00	215,736 25
Pollock..... Cwt.	87,632	2 00		175,264 00
Halibut..... Lbs.	803,049	0 10		80,304 50
Trout..... "	97,351	0 10		9,734 70
Smelts..... "	459,112	0 05		22,955 50
Shad..... Brls.	987	10 00		9,870 00
Alewives..... "	13,139	4 00		52,556 00
Eels..... "	2,420	10 00		24,200 00
Bass..... Lbs.	19,000	0 10		1,900 00
Flounders..... "	1,446,956	0 05		72,348 00
Tom cod or frost fish..... "	223,995	0 05		11,199 75
Squid..... Brls.	22,423	4 00		89,692 00
Oysters..... "	1,690	4 00		6,760 00
Clams..... "	1,518			5,754 00
Coarse and mixed fish..... "	39,236	2 00		78,472 00
Fish oil..... Galls.	326,280	0 30		97,883 90
" as bait..... Brls.	91,209	1 50		136,813 50
" manure..... "	105,352	0 50		52,676 00
Seal skins..... No.	66	1 25		82 50
Total in 1901.....				7,989,548 03
" 1900.....				7,809,162 53
Increase over last year.....				180,395 50

SESSIONAL PAPER No. 22

## RECAPITULATION

OF the Fishing Vessels, Boats, Nets and other Materials used in the Fishing Industry  
in the **whole** Province of **Nova Scotia** for the Year 1901.

Articles.	Value.	Total.
	\$ cts.	\$ cts.
527 fishing vessels (24,119 tons) . . . . .	1,055,515 00	
13,564 " boats . . . . .	271,967 00	
62,220 gill-nets (1,762,480 fathoms). . . . .	402,248 00	
695 seines (79,447 fathoms). . . . .	121,296 00	
291 trap-nets . . . . .	95,655 00	
153 weirs . . . . .	18,235 00	
7,902 trawls . . . . .	86,259 00	
43,049 hand-lines . . . . .	27,338 00	
186 smelt nets . . . . .	3,696 00	
		2,082,209 00
258 lobster canneries . . . . .	218,909 00	
702,292 " traps . . . . .	440,516 00	
		659,425 00
236 freezers and ice-houses. . . . .	53,702 00	
6,519 smoke and fish-houses. . . . .	192,730 00	
1,757 fishing piers and wharfs. . . . .	234,863 00	
163 " smacks and tugs . . . . .	86,405 00	
		577,700 00
Total capital invested in fisheries . . . . .		3,319,334 00

## Statement of Men employed in the Fishing Industry of Nova Scotia, 1901.

Number of men in fishing vessels . . . . .	5,607
" " boats . . . . .	18,367
" persons in lobster canneries . . . . .	5,555
Total . . . . .	29,529



## APPENDIX No. 4.

## BRITISH COLUMBIA.

ANNUAL REPORT ON THE FISHERIES OF BRITISH COLUMBIA FOR  
THE YEAR 1901, BY INSPECTOR C. B. SWORD.

NEW WESTMINSTER, B.C., January 22, 1902.

To the Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—I have the honour to inclose statistics of the fisheries of British Columbia for the year 1901, also returns of the salmon packs of the various canneries, and report of the fur-sealing industry. These returns show a very gratifying increase in practically all lines, though the greater part of this increase must of course be credited to the exceptionally large pack of salmon.

## SALMON.

This year's pack has been the largest known in the province, amounting to 1,247,215 cases against 1,026,545 cases in 1897, the next largest year. 1,154,717 cases were sockeye salmon (*O. nerka*), exceeding the total pack of 1897 of all kinds of salmon. On Fraser river the pack of sockeyes in 1901 was 974,911 cases as against 879,115 cases of all kinds in 1897. The pack of all kinds of salmon was as follows:—

On Fraser River.	Cases.
Sockeye ( <i>O. nerka</i> ) . . . . .	984,911
Spring ( <i>O. tshawytscha</i> ) . . . . .	885
Humpback ( <i>O. gorbuscha</i> ) . . . . .	3,992
Cohoos ( <i>O. kisutch</i> ) . . . . .	17,043
Dog ( <i>Q'ualo</i> ) ( <i>O. keta</i> ) . . . . .	2,082
Total . . . . .	998,913
On Puget Sound.	Cases.
Sockeye . . . . .	1,106,643
Spring . . . . .	3,289
Humpback . . . . .	41,865
Cohoos . . . . .	152,281
Dog ( <i>Q'ualo</i> ) . . . . .	58,748
Total . . . . .	1,362,776

From this it will be seen that the Puget Sound pack of sockeyes, (practically all from fish on their way to their spawning grounds on Fraser river,) exceeds by 131,732

## SESSIONAL PAPER No. 22

cases the provincial pack of these fish on Fraser river, and that the total pack of Fraser river sockeye for this year reaches a total of 2,081,554 cases.

Large as this amount is, representing a total of 30,000,000 fish, it could have been largely increased, possibly doubled, had the canneries had capacity enough to have handled all the fish available during the run. On Fraser river, the cannery placed 200 as the maximum number of fish they would guarantee to take from each boat and for 12 days, from 6th to 17th August this limit was enforced. The fishermen could consequently during this period fish only for a short time each day. During the height of the run they dare not put more than a small length of their net in the water. In some cases nets were sunk and lost from the weight of fish.

Owing to the large pack of sockeye there was not such a large pack of the less marketable varieties put up as in 1900. It is to be hoped, however, that with the gradual development of markets for these varieties our cannery may find it to their interest to utilize these fish every year, as their runs take place mainly after that of the sockeye, and the canneries could thus be kept running to the advantage of both packers and fishermen for a greater portion of each year.

While the pack of the Fraser river has been so large the northern canneries have not come up to their pack of 1900; 237,294 cases being the amount of the 1901 pack against 258,068 cases in 1900.

These packs were made up as under:—

	1900.	1901.
Sockeyes.....	235,373 cases	174,688 cases
Cohoos.....	9,504 "	10,623 "
Spring.....	6,139 "	26,378 "
Humpbacks.....	7,052 "	25,605 "

Especially, in view of the large pack of Fraser river sockeye, the northern canners this year can scarcely have had so profitable a season as in 1900.

The returns of salmon salted in barrels show a very large increase, being 7,931 barrels, against 4,950 in 1900, 3,450 in 1899 and 2,600 in 1898. The total pack for the province, 1,247,212 cases for 1901, is made up as follows:—

	Cases.
Sockeyes.....	1,154,717
Cohoos.....	28,476
Spring.....	29,221
Humpbacks.....	31,392
Dog.....	3,406

Dry salted salmon show an increase of 6,476,207 lbs., against 5,700,000 lbs. in 1900. This item represents almost wholly the dog salmon or q'ualo put up for the Japanese market, and the smallness of the increase is to some extent at least to be accounted for by the packers having had a difficulty in securing a sufficient supply of salt. The market for these fish, too, is largely affected by the Japanese local catch, and the price obtainable for the product has been somewhat fluctuating.

*Fresh Salmon.*—There is an increase of 400,000 lbs. in this item, representing the increased business done by the cold storage plants.

During the past season, so far as the Fraser river district is concerned, there has been a most gratifying improvement in the observance of the weekly close season. While the largeness of the run during a great part of the season may have had much to do with this, the signalling, by means of firing cannon and maroon rockets at different points to mark the advent of six o'clock on Sunday evenings, has also been of great benefit. Offenders are deprived of the excuse that they had not known the hour. The fishermen greatly appreciate the system, and show their appreciation in the most satisfactory way by their readiness to assist the officers in preventing nets being thrown out before the signal has been given.



2-3 EDWARD VII., A. 1903

I will have the same system installed in the northern waters during the coming season, but the officers there complain very much of the difficulty they have in enforcing the observance of the weekly close time from lack of means of getting about other than a row-boat. Both on the Skeena river and at Rivers Inlet steamers for the season have now become an absolute necessity.

## STURGEON.

This fishery shows a very small return, 65,000 lbs., against 105,000 in 1900, 278,650 lbs. in 1899, 750,000 lbs. in 1898, and 1,137,696 lbs. in 1897. It would not appear that we are ever likely again to see this fishery of any commercial importance. The cold storage companies take all they can get, but the supply, especially of the larger fish, is very limited. Several illegal lines have been seized and destroyed, but the scarcity of the fish makes the employment of this method no longer so profitable as it once was, and comparatively few of these are now used.

There is no lack of small sturgeon in the river, so that the only reason for the failure of this fishery would seem to be the number of years that this fish takes to obtain its full growth. Until a market was found abroad for them, the local consumption was too small to affect their numbers, and many were taken of a size rarely now met with.

From 164 net licenses for sturgeon fishing issued in 1898 the number of such licenses has steadily decreased, having been 88 in 1899, 23 in 1900, 22 in 1901, and this year to date there have only been 5 taken out.

## HALIBUT.

This fishery shows a further increase, 5,701,000 lbs. as against 4,261,000 lbs. in 1900, and there is every reason to expect that this increase will continue, the supply being large enough to keep up with the demand for some time, although in the case of this fish, as in the case of the sturgeon, there is not the same security against overfishing as we have in the case of salmon, herring and other fish which can only be taken when they come to the coast to spawn. Halibut and sturgeon, on the other hand, are liable to capture all the year round and at every stage of their life.

The manager of the New England Co. expects that for the present season 1901-1902 the catch of his own company alone will exceed the total Atlantic catch.

Considering the steady increase in this fishery, and its importance, it is very desirable that there should be no further delay in defining exactly how far Canada's exclusive rights, in the waters in which these fish are taken, extend, and in providing the necessary means to protect these rights against United States poachers. It is to be hoped that the new cruiser now being built in Vancouver may be of effective service in this direction.

## HERRING.

There is a small increase in the returns for this fishery. So far the main market for the catch has been for bait for the halibut fishing. Some trial shipments of salted herring for the Australian market have been made this year, and it is to be hoped that the success of these will justify operations another year on a larger scale. The supply is practically unlimited and not likely to be affected by any toll that may be levied upon the annual runs.

At present there are no regulations in regard to this fishing most of which is carried on by small drag-seines drawn up on the beach. This method as at present conducted is very destructive to the immature fry that are taken in these nets. There is a difference of opinion among the fishermen, as to the possibility of the use of drift gill nets, some of them being very anxious to be allowed the use of purse seines in deep water. Regulations drawn up with proper regard to the local conditions, and the payment of a



## SESSIONAL PAPER No. 22

license fee for the registration of the nets used, would meet with the approval of practically all engaged in the industry.

## SHAD.

The catch of shad this year is estimated at 10,000 lbs. This fish is now becoming quite a common feature on the fish monger's counters and the annual take seems likely to increase. At present those caught are taken during the season of the salmon run, mainly in the sockeye nets. In the course of a few years they may be sufficiently numerous to justify the prosecution of the fishery for itself.

The various small items in the return show but a small increase over 1900, but taken as a whole the report of the fisheries of British Columbia for 1901 shows the industry to be in a very satisfactory condition.

I have the honour to be, sir,

Your obedient servant,

C. B. SWORD,

*Inspector of Fisheries.*

2-3 EDWARD VII., A. 1903

## A.—BRITISH COLUMBIA SALMON PACK, 1901.

Name of Cannery.	Location.	Sockeye, 48-lb. Cases.	Cohoee, 48-lb. Cases.	Spring, 48-lb. Cases.	Humpbacks, 48-lb. Cases.	Qualo, 48-lb. Cases.	Cannery Totals.	District Totals.
Albion .....	Fraser River Dis.	22,827					22,827	
Atlas .....	"	14,700					14,700	
Anglo-American .....	"	12,830					12,830	
Alliance .....	"	11,025					11,025	
Acme .....	"	12,002					12,002	
Britannia .....	"	24,638					24,638	
Brunswick I .....	"	25,418					25,418	
" II .....	"	26,218					26,218	
Beaver .....	"	20,914	96		3,868	1,732	26,610	
British-American .....	"	16,500					16,500	
Birrell's .....	"	11,200					11,200	
Boutillier's .....	"	11,350					11,350	
Canadian Pacific .....	"	24,650					24,650	
Currie & McWilliams .....	"	32,600					32,600	
Colonial .....	"	28,200					28,200	
Celtic .....	"	15,143	4,000				19,143	
Canoe Pass .....	"	12,723					12,723	
Cleeve .....	"	22,234		500			22,734	
Dea's Island .....	"	21,562					21,562	
Delta .....	"	17,346					17,346	
Dinsmore Island .....	"	21,700	3,000				24,700	
Ewen's .....	"	29,029					29,029	
English Bay .....	"	19,315					19,315	
Federation .....	"	21,658	1,718				23,376	
Fraser River .....	"	16,891					16,891	
Fisherman's .....	"	14,275					14,275	
Gulf of Georgia .....	"	44,723					44,723	
Great Northern .....	"	14,316	2,960	385	35	350	18,046	
Greenwood .....	"	13,985	1,175				15,160	
Harlock .....	"	26,020	576		12		26,608	
Hume's .....	"	15,630					15,630	
Industrial .....	"	19,500					19,500	
Imperial .....	"	14,208					14,208	
London .....	"	18,335					18,335	
National .....	"	14,000					14,000	
Phenix .....	"	26,202					26,202	
Pacific Coast .....	"	20,000					20,000	
Provincial .....	"	16,200					16,200	
Premier .....	"	11,629					11,629	
Richmond .....	"	15,013			77		15,090	
Scottish-Canadian .....	"	48,433					48,433	
Star .....	"	19,763					19,763	
St. Mungo (2) .....	"	22,000	2,000				24,000	
Terra Nova .....	"	20,650					20,650	
Vancouver .....	"	22,000					22,000	
Wadhams .....	"	20,305					20,305	
Westminster Packing Co. ....	"	16,510					16,510	
Westham Island .....	"	13,616	1,518				15,134	
Wellington .....	"	14,925					14,925	
Totals .....		974,911	17,043	885	3,992	2,082	998,913	998,913
Wannuck .....	Rivers Inlet Dist.	9,320	419		137		9,876	
Brunswick III .....	"	10,272	110	96	228		10,706	
Rivers Inlet .....	"	7,500					7,500	
Victoria .....	"	6,621	39	147			6,807	
Wadhams .....	"	10,406	2,018	486	1,282		14,192	
Vancouver .....	"	6,861	153	36			7,050	
Good Hope .....	"	9,858	347		458		10,663	
Totals .....		60,838	3,086	765	2,105		66,794	66,794

## SESSIONAL PAPER No. 22

A.—BRITISH COLUMBIA SALMON PACK, 1901—*Continued.*

Name of Cannery.	Location.	Sockeye, 48-lb. Cases.	Chinook, 48-lb. Cases.	Springs, 48-lb. Cases.	Humpbacks, 48-lb. Cases.	Quail, 48-lb. Cases.	Cannery Totals.	District Totals.
Bella Bella.....	North Coast Dis.	2,500		1,500			4,000	
Namu.....	"	1,357	1,713	5	3,000		6,075	
Kemsquit.....	"	3,821	1,015	689			5,525	
Princess Royal.....	"	7,600					7,600	
Lowe Inlet.....	"	3,759	654		2,038		6,451	
Totals.....		19,037	3,382	2,194	5,038		29,651	29,651
Carlisle.....	Skeena River.....	5,990		1,010			7,000	
Inverness.....	"	10,500					10,500	
British-American.....	"	8,945	852	5,339	3,609		18,745	
Ladysmith.....	"	1,600	90	1,400	610		3,700	
N. Pacific.....	"	12,613	1,364	1,048	4,024		19,049	
Skeena.....	"	8,591	375	3,650	2,084		14,700	
Windsor.....	"	6,495	129	2,874	3,635		13,133	
Balmoral.....	"	6,000		1,542	1,588		9,130	
Claxton.....	"	10,140	252	574	992		11,958	
Herman's.....	"	5,000	630	4,100	500		10,230	
Standard.....	"	5,335	463	482	1,420		7,700	
Totals.....		81,209	4,155	22,019	18,462		125,845	125,845
Naas Harbour.....	Naas River.....	5,820		1,400			7,220	
Mill Bay.....	"	7,784					7,784	
Totals.....		13,604		1,400			15,004	15,004
Skidegate.....	Queen Char. Isld.	400					400	400
Alert Bay.....	Alert Bay.....	990		1,835	1,795		4,620	4,620
Clayoquot.....	West Coast & Isld	3,728	810	123		1,324	5,985	5,985
Totals.....		1,154,717	28,476	29,221	31,392	3,406		1,247,212



2-3 EDWARD VII., A. 1903

## REPORT of Seal

Number.	Vessels.	License Number.	Master.	Tons.	CREWS.	
					White.	Indians.
1	Ainoko.....	26	A. McDougall..	75	6	16
2	Allie I. Alger.....	19	W. E. Baker.....	75	9	21
3	Annie E. Paint.....	29	R. E. McKiel....	82	6	20
4	Arietis.....	12	W. Heater.....	86	6	20
5	Aurora.....	11	F. Cole.....	40	18	.....
6	Beatrice.....	21	A. H. Olsson....	66	5	14
7	Borealis.....	10	Wm. Munro.....	47	21	.....
8	Carlotta G. Cox.....	6	C. E. LeBlanc....	76	24	.....
9	Carri C. W.....	41	D. G. Macauley..	92	8	22
10	Casco.....	20	M. Ryan.....	63	25	.....
11	C. D. Rand.....	33	J. G. Searle.....	51	6	14
12	City of San Diego.....	3	H. Blackstad....	46	20	.....
13	Diana.....	4	A. St. Clair.....	50	6	13
14	Director.....	7	J. Anderson.....	87	24	.....
15	Dora Sieward.....	9	W. O'Leary.....	94	24	.....
16	E. B. Marvin.....	24	C. Campbell.....	96	8	26
17	Enterprise.....	2	J. W. Anderson..	69	8	19
18	Favourite.....	30	L. McLean.....	80	6	15
19	Fawn.....	40	V. Gullin.....	59	6	12
20	Florence M. Smith.....	32	R. Balcom.....	99	7	23
21	Geneva.....	17	W. D. Byers.....	92	8	18
22	Hatzic.....	31	P. Farley.....	72	6	12
23	Ida Etta.....	22	H. V. Hughes....	69	5	12
24	Libbie.....	27	C. Hackett.....	93	7	17
25	Mary Taylor.....	5	O. Buckholz.....	43	18	.....
26	Ocean Beile.....	34	J. W. Anderson..	87	25	.....
27	Oscar and Hattie.....	37	R. A. Lavender..	81	23	.....
28	Otto.....	13	J. F. Gosse.....	86	7	20
29	Penelope.....	18	G. Heater.....	70	6	18
30	R. I. Morse.....	36	G. W. Cessford..	30	10	.....
31	Sadie Turpel.....	28	J. Bishop.....	56	7	16
32	Saucy Lass.....	38	H. V. Brown.....	38	17	.....
33	Teresa.....	23	G. R. Ferey.....	63	6	14
34	Triumph.....	14	D. McPhee.....	98	6	26
35	Umbrina.....	1	J. Haan.....	99	8	27
36	Vera.....	8	C. A. Burns.....	60	21	.....
37	Victoria.....	15	S. H. Balcam....	63	6	16
38	Viva.....	16	E. F. Robbins....	92	8	15
39	Zilla May.....	25	H. Balcam.....	66	6	19
	Indian catch.....					
				2,791	443	465

## SUMMARY.

British Columbia coast catch.....	8,533
Japan.....	2,130
Vicinity of Copper Islands.....	3,397
Behring Sea catch.....	10,362
	<u>24,422</u>

## SESSIONAL PAPER No. 22

ing Catch, 1901.

Boats.	Canoes.	BRITISH COLUMBIA COAST CATCH.		JAPAN COAST CATCH.		VICINITY OF COPPER ISLANDS.		BEHRING SEA.		Totals.	Branded Skins. Number.
		Males.	Females.	Males.	Females.	Males.	Females.	Males.	Females.		
2	8	41	35					161	176	413	1
2	10	131	143					170	250	694	1
2	10	77	115					312	330	834	3
2	10	181	161					312	212	866	4
6		166	166							332	2
2	7	138	156					75	152	521	2
7		16	29	18	16					79	7
7		32	88	103	240	85	265			813	8
2	11							251	334	585	9
7		7	16	130	74	62	437			726	10
2	7	146	132					339	249	866	3
6		171	131			466	270			1,038	6
2	6	163	192					162	256	773	1
8		41	83	90	152	276	257			899	14
8		25	66	181	50	146	216			684	2
2	12	98	158					205	284	745	3
3	9	68	114					162	230	574	4
2	7	86	75					144	162	467	3
2	6							116	188	304	19
2	11	147	205					237	403	992	4
3	9	56	62					113	305	536	2
2	6	50	60							110	2
2	6	29	42					91	138	300	2
2	8	83	74							157	24
6		7	28	145	113	44	132	20	18	507	25
7		75	94							169	26
7		89	46	481	41					657	27
2	10	143	125					444	377	1,089	28
2	9	129	314					141	378	962	29
4		43	25					63	87	218	1
2	8	48	109					27	172	356	31
5		103	82			256	235	10	18	704	32
2	7	48	46							94	33
2	12	126	172					395	148	841	1
2	13	208	189					273	261	931	3
6		37	32	162	134	137	113			615	1
2	8	46	87					215	108	456	1
3	7	196	137					109	141	583	38
2	9	129	97					267	171	664	2
										1,268	
139	226	3,379	3,886	1,310	820	1,472	1,925	4,814	5,548	24,422	47

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the quantity and value of Fishing Materials and the Kinds of Fish in the Province of British Columbia, for the year 1901.

District.	VESSELS AND BOATS.				FISHING MATERIALS.				KINDS OF FISH.						Number.				
	Vessels.		Boats.		Gill Nets.		Seines.		Salmon, canned, 48 lb. cases.	Salmon, salted, brls.	Salmon, dry, salted, lbs.	Salmon, smoked, lbs.	Salmon, fresh, lbs.	Sturgeon, lbs.		Halibut, lbs.			
	Number.	Value.	Men.	Number.	Value.	Men.	Fathoms.	Value.											
1 Fraser River .....	59	236000	177	3532	211920	12964	529800	397350	1400	2100	3000	998913	3526	6460207	80000	1523600	55000	4998000	1
2 River's Inlet .....	8	30000	24	359	21340	1418	71800	53850	..	..	..	66794	130	..	1200	10000	..	5000	2
3 North Coast .....	5	17500	15	150	9000	800	30000	22700	2400	3600	50	29651	120	..	800	15000	..	20000	3
4 Skeena River .....	12	45000	36	581	34860	2550	116200	87150	400	600	150	125845	2555	..	55000	215805	..	60000	4
5 Naas River .....	1	2500	3	100	6000	425	20000	15000	..	..	..	15004	200	..	60000	25000	..	50000	5
6 Queen Charlotte Islands .....	..	..	..	50	500	250	4000	3000	500	750	1750	400	50	..	16000	600	15000	80000	6
7 Cape Scott to Comox .....	10	6000	30	36	4000	150	2500	18750	800	1200	375	4620	100	..	5500	30000	7	12000	7
8 Comox to Victoria .....	60	13000	180	80	4800	160	5750	4312	4000	6000	2000	..	250	..	75000	265000	10000	450000	8
9 Victoria to Cape Beale .....	7	1800	21	25	2000	75	3000	2250	1000	1500	1500	..	300	..	7500	25000	..	5000	9
10 Cape Beale to Cape Scott .....	6	1200	18	25	2250	150	2730	2050	9000	1350	200	..	700	..	10000	5000	..	15000	10
Totals .....	168	353000	504	4938	301370	18942	785800	589337	11400	17100	9125	1247212	7931	6476207	301000	2128805	65000	5701000	
Values .....	..	..	..	..	..	..	..	..	..	..	..	5986618	79310	259048	30100	212880	3250	285050	



## SESSIONAL PAPER No. 22

RETURN showing the Quantities and Value of Fish, &amp;c., in British Columbia—Concluded.

District.	Number.	KINDS OF FISH												Total Value of all Fish	Number					
		Herring, fresh and salted, lbs.	Herring, smoked, lbs.	Oolachans, fresh, lbs.	Oolachans, salted, brls.	Oolachans, smoked, lbs.	Smelt, lbs.	Trout, lbs.	Codfish, lbs.	Skull, lbs.	Shad, lbs.	Canned clams, cases.	Mixed fish, lbs.			Hair-seal, skins.	Sea otter, skins.	Fish oil, galls.	Fish guano, tons.	Fish glue, galls.
1 Fraser River	460000	165000	240000	300	3000	60000	150000	160000	10000	160000	10000	160000	500	500	61000	300	5000	5,621,675 68	1	
2 River's Inlet	10000	15000	120000	210	4000	300	300	300	10000	10000	10000	10000	400	400	3500	300	5000	325,086 20	2	
3 North Coast	15000	1000	60000	750	1500	1500	1500	1500	10000	10000	10000	10000	500	500	6000	159,629 80	3			
4 Skeena River	5000	2500	400000	350	20000	1000	1000	1000	10000	10000	10000	10000	275	275	600	1000	5000	682,422 75	4	
5 Naas River	5000	30000	4000	1500	1500	1500	1500	1500	4000	4000	4000	4000	750	750	1000	2	29000	118,631 70	5	
6 Queen Charlotte Islands	30000	25000	1500	1500	1500	1500	1500	1300	10000	10000	10000	10000	400	400	6000	25000	2	22,647 50	6	
7 Cape Scott to Comox	375000	25000	2500	1500	1500	1500	15000	300000	4000	4000	4000	200000	350	350	26000	3000	5000	33,551 00	7	
8 Comox to Victoria	15000	2000	2000	2000	2000	5000	9000	9000	10000	10000	10000	8000	400	400	6000	20000	8	120,812 50	8	
9 Victoria to Cape Beale	20000	4000	4000	4000	4000	5000	6000	6000	10000	10000	10000	10000	275	275	8	13000	10,600 00	10,600 00	9	
10 Cape Beale to Cape Scott	960000	182500	820000	2210	28500	101500	323300	492000	4000	4000	10000	3000	485500	4100	4100	10152100	300	5000	48,384 25	10
Totals																				
Values	\$	28800	182500	41000	22100	2850	5075	32330	24600	200	500	12000	24275	3075	5000	45630	9000	12500	7,143,441 38	38
		Oysters (5000 sacks)..... \$ 15,000																		
		Caviare..... 400																		
		Clams and mussels..... 11,600																		
		Crabs and abelomies..... 30,000																		
		Shrimps and prawns..... 6,000																		
		Estimate of fish not included above .....																		
		Fur seals .....																		
		Total.....																		
		7,942,771 30																		

## RECAPITULATION

Of the Yield and Value of the Fisheries of British Columbia for the Year 1901

Kinds of Fish.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Salmon, canned .....	48-lb cases	1,247,212	4 80	5,986,617	60
" salted.....	Brls.	7,931	10 00	79,310	00
" dry salted.....	Lbs.	6,476,207	0 04	259,048	28
" smoked.....	"	301,000	0 10	30,100	00
" fresh.....	"	2,128,805	0 10	212,880	50
Sturgeon.....	"	65,000	0 05	3,250	00
Halibut.....	"	5,701,000	0 05	285,050	00
Herring, fresh and salted.....	"	960,000	0 03	28,800	00
Herring, smoked.....	"	182,500	0 10	18,250	00
Oolachans, fresh.....	"	820,000	0 05	41,000	00
" salted.....	Brls.	2,210	10 00	22,100	00
" smoked.....	Lbs.	28,500	0 10	2,850	00
Smelts.....	"	101,500	0 05	5,075	00
Trout.....	"	323,300	0 10	32,330	00
Cod.....	"	492,000	0 05	24,600	00
Skill.....	"	4,000	0 05	200	00
Shad.....	"	10,000	0 05	500	00
Mixed fish.....	"	485,500	0 05	24,275	00
Hair Seals.....	Skins.	4,100	0 75	3,075	00
Fur Seals.....	"	24,422	15 00	366,330	00
Sea Otter.....	"	10	500 00	5,000	00
Fish Oil.....	Galls.	152,100	0 30	45,630	00
Fish Guano.....	Tons.	300	30 00	9,000	00
Glue.....	Galls.	5,000	2 50	12,500	00
Canned clams.....	Cases.	3,000	4 00	12,000	00
Oysters.....	Sacks.	5,000	3 00	15,000	00
Caviare.....	Lbs.	800	0 50	400	00
Fresh clams and mussels.....				11,600	00
Fresh crabs and abelonies.....				30,000	00
Shrimps and prawns.....				6,000	00
Estimate of fish not included in above.....				370,000	00
Total.....				7,942,771	38

## SESSIONAL PAPER No. 22

## Capital Invested in British Columbia Fisheries, 1901.

Vessels, Boats, Canneries, &c.	Number.	Value.	Total Value.
		\$ cts.	\$ cts.
<i>Fisheries—</i>			
Vessels.....	168	353,000 00	
Boats.....	4,938	301,370 00	
Scows, etc.....		19,250 00	
Gill nets—fathoms.....	785,800	589,337 00	
Seines—fathoms.....	11,400	17,100 00	
Lines, hooks, &c.....		9,125 00	
Salmon canneries.....	77	1,540,000 00	
Cold storage plants.....	7	87,500 00	
Oil factories.....	3	45,000 00	
Salteries.....	2	4,000 00	
			2,965,682 00
<i>Fur Sealing—</i>			
Value vessels engaged.....		370,500 00	
Boats, canoes, guns, spears, shells, &c.....		23,900 00	
			394,400 00
Total.....			3,360,082 00

*Employees in Fisheries—*

Fishermen and cannery employees.....	18,942
Employed on vessels.....	504
Sailors and hunters in fur sealing.....	908
Total.....	20,354



## APPENDIX No. 5.

## NORTH-WEST TERRITORIES.

ANNUAL REPORT ON THE FISHERIES OF THE NORTH-WEST TERRITORIES, 1901, BY INSPECTOR E. W. MILLER.

QU'APPELLE, N.W.T., February 12, 1902.

To the Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—I have the honour to forward the following report on the fisheries of the North-west Territories for the year 1901, together with statistical return showing yield of fish, value, &c.

## QU'APPELLE DISTRICT.

Owing to the great demand for labour in more remunerative occupations than fishing a much less amount of time was devoted to the latter by the halfbreeds and Indians who form the majority of fishermen in this district. In most of the lakes therefore a smaller catch is reported though the individual takings have been large the waters being in fine condition throughout the year and no diminution in the supply of fish being reported at any point.

In the Qu'Appelle chain of lakes the catch of whitefish remains small but is increasing. One of the oldest Half-breed fishermen reports having taken more than at any time the last twelve years, during which he has fished regularly in Mission Lake. The Indians do most of their fishing through the ice in the winter, catching very large quantities of pike and pickerel with hook and line. Were they provided with proper boats and nets they could make a good fishery in the summer months, but they have only a few miserable punts which are unfit for use in deep water. The pike caught here are of good size, one taken by Guardian Leader weighed 23 pounds and a great many exceed 20 pounds. The largest pickerel weighed  $10\frac{1}{2}$  pounds. Perch abound in these lakes but are not taken to any extent, the mesh of the nets in use being too large for them. All the fish caught here meet with a ready sale locally. One gill-net was seized in Katepwe Lake during the close season, but the guardian was unable to ascertain its owner.

There was a good flow of water in the Qu'Appelle river throughout the summer and fish were able to pass readily from lake to lake. It is expected that this will improve the condition of affairs in Crooked and Round lakes, about fifty miles below Katepwe Lake, where there has been a great dearth of whitefish and tullibee for many years. A good deal of angling is done in these two lakes by the resident Indians and Half-breeds, but as at Qu'Appelle, they are unable to use nets to any extent in summer owing to their lack of boats.

The lower course of the Qu'Appelle river was gone over by Guardian Le Cain, who found some illegal fish-traps and evidences of the use of nets. There was a sufficient flow of water, however, to prevent as much harm being done as in former years.

At Long Lake, situated north-east of Regina, the fishing was very good, and there was a large increase in the catch of whitefish. As in former years the summer fishing was carried on for home use only, on account of the difficulty in conveying the fish to a

## SESSIONAL PAPER No. 22

market. The lake level continues to rise, the water gaining about twenty-eight inches during the year. Twenty-two net licenses were issued for this lake, in addition to which nearly sixty Indians and half-breeds wintered on its shores, obtaining the bulk of their living by angling. Two men were fined for fishing in the close season and two nets seized. The catch is mostly disposed of at Regina and Moosejaw, but a shipment of whitefish was made to Rossland, B.C. The fishery of this lake is fully not developed as with proper ice houses, etc., there should be room for a profitable summer trade.

Eagle Quill Lake, south of Swift Current, is the only lake in Assiniboia situated south of the C.P.R. main line in which whitefish are found. The lake, which lies between sand hills, is not large, but has splendid water, and is well stocked with fish. The few resident half-breeds make good catches of fish, considering the desultory manner in which they work.

The other small Assinibonian lakes are mostly stocked with pike, pickerel and mullet, and the fishing is done principally by angling, parties from considerable distances visiting them for that purpose. By the appointment of guardians residing in their vicinity the destruction of fish in the spawning seasons has been stopped, and with the full streams of the year, fish have found their way into some of the smaller lakes, in which of late years none had been found.

## MACLEOD DISTRICT.

The only lakes in this district for which net licenses are issued are the Waterton and Crow's Nest lakes. The whitefish taken here are very large and fine, but the supply appears to be limited. Some very fine lake trout have also been taken in these waters. There is a strong feeling in this district that the open season for trout angling is unduly curtailed, and that the closing date (Sept. 15) stops fishing at a time peculiarly propitious for it. The results of my examination of this question bear out this contention, and I consider the season could be extended six weeks without undue detriment.

## EDMONTON DISTRICT.

All the lakes in this district are reported to be in a satisfactory condition, and fish in waters protected by guardians are increasing. No difficulty is experienced in enforcing the regulations, as people generally appreciate the efforts of the department to preserve a good supply of fish.

While the efforts of the department have heretofore been principally concentrated on the larger whitefish lakes, increasing settlement has brought out the value as a food supply of the small lakes so numerous in this district, which are stocked with the coarser varieties of fish. It is probable that these smaller lakes will prove of greater value in the aggregate to the settler than the large whitefish lakes, the latter being more or less difficult of access, and already fished to their limit in most cases by the Indians and half-breeds. The protection required principally for the preservation of these spring spawning fish consists in preventing the blocking of the streams by fish traps.

The whitefish lakes under direct guardianship are now in most satisfactory condition, and Overseer Young reports that the guardians have been able to enforce the regulations without any friction. In most of the lakes fish are said to be large, fat and plentiful. Pigeon Lake is the only one from which any fish were exported to a distance, shipments from here being made to Calgary and Kootenay. The state of the roads in summer prevents a successful prosecution of the fishery at that time. Buck Lake has also a splendid supply of whitefish but is at present too isolated to be much fished. At Lac la Biche fish are reported almost as plentiful as in the early days and are a great resource for the resident half-breeds, who make good catches throughout the summer and early winter, but do not fish after the ice is thick. Saddle Lake is not in good condition, it has been overfished by the Indians and requires a period of rest. The catch



2-3 EDWARD VII., A. 1903

is now so small that were the lake closed entirely, no hardship would result. High water has made much improvement in Beaver Lake, which is a very shallow body of water. It promises to be soon well restocked with coarse fish.

At Buffalo Lake a very large amount of fishing has been done of late, mainly by hook and line through the ice. Nearly 200 settlers, mostly newly-come Germans, Russians and Galicians resorted to the lake this year, and the guardian estimates that they averaged a catch of over 400 lbs. each, mostly pike. No whitefish are found here, but it is proposed to introduce black bass. Little Devils Lake, the nearest whitefish lake to Edmonton and at one time quite fished out is again stocked with whitefish, one man catching 50 very fine fish at the beginning of the season in a single night. Overseer Young recommends this lake as a most suitable place for a hatchery, it having communication by the Sturgeon river, with Lake St. Anne's and the Saskatchewan. The statistical returns from this district are much more complete than in former years and show that while the number of persons absolutely dependent on the fishery for a living is probably diminishing, the vastly increased population will lead to fishing being done in many lakes previously neglected.

## BATTLEFORD DISTRICT

The fishing in this district is of limited extent and conditions do not vary much from former years. The population around the lakes is very fluctuating, but the demand on their resources is not at present any larger than can be borne. Guardian Gagné reports having destroyed several fish traps this season, but that the destruction of fish with such implements is not so great as formerly.

## PRINCE ALBERT DISTRICT.

*Overseer Robertson* reports an abundance of fish in all lakes with the exception of a few small lakes adjacent to the settlements where possibly the logging operations of the lumbermen have driven the fish temporarily from their spawning grounds. The number of licenses issued in this district is much smaller than in some previous years, as the export trade in fish has quite stopped. During the period that the exporters were operating on the lakes a large number of men found employment at the fishery. Owing to high transportation charges, however, buyers were unable to pay more than 1½ cents per pound for trout and pickerel, and 2 cents for whitefish on the ice, at which rates the majority of the men left the lakes in the spring in debt. There are no summer roads to most of the lakes, and when the close season extended to December 15 the ice was so thick as to entail much labour in changing the location of the nets when found set in a poor place. For these reasons, there has been very little fishing done for trading purposes, and many of the fishermen have gone into other occupations. The catch by the Indians for their food supply is, however, very large. A family of six, subsisting on fish, as they frequently do for lengthy periods, will consume daily eighteen to twenty fish; with their dog train probably many more.

With so many large lakes teeming with fish, the overseer is of opinion that with the introduction of capital and better transportation, there will be a large development of the fisheries in the near future.

The regulations as to close season, &c., were well observed, and no prosecutions were found necessary.

## GRAND RAPIDS DISTRICT.

In this district the extent of the waters in proportion to the population is so great that so long as the catch is confined to the food necessities of the residents, no general diminution of the fish supply is to be feared. It has been found necessary, however, in the vicinity of the principal trading posts, to insist upon the observance of a close season, and also upon the taking out of licenses by those who wish to sell or barter their fish. This was enforced without any hardship to the Indians, as the hunt was most successful



## SESSIONAL PAPER No. 22

this year, and they did not depend on fish for their living to the same extent as in some years. Whitefish and coarse fish are taken solely for home consumption, and the only fishing for export has been the sturgeon fishing in Cedar and Moose lakes. Owing to fears that the inducements offered by the fish companies operating from Selkirk and Winnipegosis would lead to more fishing being done than was conducive to the permanency of the fishery in good shape, no licenses were granted to others than residents, and the latter were allowed to sell fish in the winter season only as in the former year. The good catch showed that this course had been successful and that the supply was increasing rather than diminishing. Careful supervision was required as the resident fishermen were suspicious that illegal fishing would be done in the time that they were themselves debarred; but *Overseer McKay* reports confidently that the regulations were closely observed. He reports that the supply of fish is now such that a restricted amount of fishing could be safely allowed next summer without detriment. It has been contended that these lakes should be reserved solely as a food supply for the resident Indians and half-breeds, but so long as the danger of overfishing is carefully guarded against it should prove more beneficial to them to have the privilege of selling their fish, now that they are able to obtain so good a price.

*Overseer McKay* was also instructed to visit the Keewatin water north of Lake Winnipeg, where a large development of the sturgeon fishery had taken place. Fish buyers from Selkirk purchase the catch here, paying \$1.00 per fish of an average weight of 28 pounds. The fish are sent by steamer from Warren's Landing, at the northern extremity of Lake Winnipeg, to Selkirk. In these waters the fishermen all claimed that there was no decrease in the apparent number of fish; but the sturgeon is now so valuable a fish that it is evident that unless the extent of the catch is carefully regulated, a greater amount of fishing will be done than should be allowed, and these waters will become as depleted of sturgeon as in other parts.

I have the honour to be, sir,  
Your obedient servant,

E. W. MILLER,  
*Inspector of Fisheries, N.W.T.*

NORTH-WEST TERRITORIES.

RETURN of the Number of Fishermen, Boats, Nets, &c., and the Quantity and Value of Fish caught in the North-west Territories for the Year 1901.

DISTRICTS.	FISHING MATERIAL.						KINDS OF FISH.								TOTAL VALUE.
	Boats.		Gill Nets.				Whitefish, lbs.	Trout, lbs.	Pickereel, lbs.	Pike, lbs.	Sturgeon, lbs.	Perch, lbs.	Tullibee, lbs.	Coarse and Mixed Fish, lbs.	
	Number.	Value.	Men.	Number.	Fathoms.	Value.									
Number.		\$				\$									cts.
1 Qu'Appelle.....	45	708	75	207	5210	1030	60400	15000	44600	72000	.....	.....	38000	48000	7,038 00
2 McLeod.....	20	400	25	8	600	140	400	15000	3000	7000	.....	500	.....	1000	1,020 00
3 Edmonton.....	187	1180	230	720	23760	2232	529200	.....	30100	140000	.....	.....	46000	186000	32,943 00
4 Battleford.....	.....	.....	15	110	2800	380	50000	.....	6000	11000	2000	.....	.....	13000	3,130 00
5 Prince Albert.....	241	2750	320	472	25250	3320	1000000	58000	390000	480000	22800	.....	.....	10000	75,800 00
6 Grand Rapids.....	125	880	210	330	9800	1324	190000	3700	13500	98000	82800	5000	20000	105000	17,740 00
7 Northern Districts.....	.....	.....	.....	.....	.....	.....	1500000	25000	250000	350000	20000	.....	20000	200000	94,150 00
Totals.....	618	5918	875	1847	67400	8426	3339000	101700	737200	1158000	127600	5500	124000	563000	.....
Values.....	.....	.....	.....	.....	.....	.....	160850	5085	22116	23160	6380	110	2480	5630	231,911 00

SESSIONAL PAPER No. 22

## APPENDIX No. 6

# MANITOBA.

ANNUAL REPORT ON THE FISHERIES OF MANITOBA, BY  
INSPECTOR W. S. YOUNG, 1901.

SELKIRK, MAN., March 18, 1902.

To the Dominion Commissioner of Fisheries,  
Ottawa.

I have the honour to submit the following table of statistics showing the yield and value of the fisheries, the number of fishermen, boats, nets, &c., and the quantity and value of fish caught in the lakes of the Province of Manitoba for the year 1901.

As I was appointed to the position of Inspector of Fisheries for this province only in the month of July, 1901, I have had some difficulty in getting any data before that time.

As was foreshadowed in the preliminary statement published in last year's report the returns show an increase in the quantity of fish caught and exported over the year 1900.

Whitefish have been very plentiful, so much so that some of the companies got all the fish required in about six weeks to two months fishing. I am pleased to report a yield of 1,364,000 pounds over the preceding year's, which goes to show that we have still an abundance of whitefish in our waters, at any rate, I can say so with regard to the waters of Lake Winnipeg.

Pickeral fishing has also been exceptionally good, nearly doubling the yield of 1900. The tables shows an advance of 2,258,600 pounds.

Pike or jack fishing is in excess of 1900 by over 2,606,000 pounds. Tullibee fishing shows an advance of 597,800 pounds over the previous year 1900.

Catfish are in the lead by 365,600 pounds over the preceding catch. Gold eyes show a yield of 192,800 pounds over last year.

Sturgeon have not done so well, there is a falling off in the catch of these valuable fish to the extent of 381,500 pounds, which to my mind has been caused by the high water during the season in our lakes. The water has been on an average three feet higher than the ordinary water level of previous years.

Perch fishing has also declined, being under the yield of 1900 by 19,500 pounds. I don't think these fish have been depleted by overfishing. The perch have been caught to a large extent by an illegal net, three and one half inch mesh to three and three quarters being used, under our regulations four-inch mesh is the smallest allowed, and the regulations being enforced, accounts for the falling off in the catch of these fish.

This year's operations have been most successful both for the companies and the fishermen engaged. The weather on the whole was very good during the fishing season, so that the loss was not so great as it otherwise would have been. The sail boat fishermen caught during the summer season from 50,000 to 150,000 pounds of whitefish to a boat. This does not look as if there was any lack of whitefish in Lake Winnipeg. Lake Winnipeg is in a very healthy condition, there are a few changes which might be made in our regulations which I think would better suit the conditions existing in our waters, which I have already recommended to the department.

During the month of November of this year I had occasion to detain in all about twenty loads of fish. Some were caught without license, others were caught in close



2-3 EDWARD VII., A. 1903

season. I held these fish for a time, but I finally released them to the fishermen upon getting a promise that they would respect the regulations in the future, which, I think, will have the desired effect.

*Overseer A. J. MacPherson of Dauphin* reports a good yield of fish from Lakes Winnipegosis, Waterhen, and Dauphin. While the weather was somewhat rough during the fishing season there were no heavy losses. The fish were marketed in better condition than in former years. He reports a new cold storage plant at Winnipegosis in which tons of fish were frozen and kept in first class condition. The fish were not as plentiful as they have in former years. But he says they are a better quality. He thinks a fish hatchery should be placed in the vicinity of Lake Winnipegosis in order to keep up the supply of fish. He reports the sinking of one tug during the season and also the swamping of one sail boat by which one poor fellow lost his life.

*Guardian H. Chartrand of St. Laurent* who is in charge of the southern portion of Lake Manitoba, reports an increase in the quantity of fish caught during the year 1901, over the previous year, owing to a more vigorous prosecution of the fishery. The close seasons were well observed. There are three fishways in his district which are in good condition.

*Guardian James Matheson of Moose Horn Bay*, who is in charge of the northern half of Lake Manitoba including the Fairford district and Lake St. Martin, reports that this season's operations were most successful, more fish being caught than in previous years. In fact, he says, this season has been more satisfactory than any for some years. The close seasons have been well observed.

*Guardian Wm. Hughes, Mouth of Red River*, who is in charge of the southern portion of Lake Winnipeg, reports a large catch of fish over the previous year. The close seasons have been well observed. He had considerable trouble getting the Indians to carry the offal from these fish on land and burying it. But now they understand the necessity of doing it and he has no more trouble from them in that respect.

*Guardian Joseph Polson of Winnipeg*, who is in charge of the waters of the Red River in the vicinity of Winnipeg, reports that during the past year he collected fees for eight seine net licenses. The fishermen had a successful season, getting a larger catch than in the previous year. There were no disputes over any matters in his district. He seized four scoop nets at the mouth of the Assiniboine River, near the N. P. R., bridge. He says that he found very few violating the fishing regulations.

*Guardian M. Watts, of Cartwright*, who is in charge of Rock Lake, reports an average season. The close seasons were well observed throughout the year.

I have the honour to be, sir,  
Your obedient servant,

W. S. YOUNG,  
*Inspector of Fisheries.*

SESSIONAL PAPER No. 22

## RECAPITULATION

Of the Yield and Value of **Manitoba** and the **North-west Territories**  
for the Year 1901.

Kinds of Fish.	Quantity.	Rate.	Value.
		cts.	\$
Whitefish..... Lbs.	10,546,600	0 05	427,330
Trout..... "	101,700	0 05	5,085
Pickereel..... "	5,270,900	0 03	158,127
Pike..... "	4,208,300	0 02	84,166
Sturgeon..... "	727,600		42,380
Perch..... "	34,000	0 02	680
Tullibee..... "	926,000	0 02	18,520
Catfish..... "	550,000	0 05	27,500
Mixed and coarse fish..... "	5,585,000	0 01	55,850
Caviare..... "	20,000	1 00	20,000
Gold-eyes..... "	200,000	0 02	4,000
Home consumption..... "	738,600	0 02	14,772
Total for 1901.....			958,410
" 1900.....			718,159
Increase.....			240,251

## RECAPITULATION

Of the Number of Fishing Tugs, Boats, Nets, &c., used in **Manitoba** and the **North-west Territories** for the Year 1901.

Articles.	Value.
	\$
24 fishing tugs (1,497 tons).....	215,910
927 " boats.....	31,893
9,807 gill nets (454,060 fathoms).....	46,472
15 seines (495 fathoms).....	375
2 sound nets.....	300
1,000 night lines.....	1,000
148 freezers and ice-houses.....	136,400
50 piers and wharfs (for fishing).....	14,538
Total.....	446,888

MANITOBA.

RETURN showing the Number, Tonnage and Value of Vessels and Boats, Nets, &c., in the Province of Manitoba, 1901.

Number.	DISTRICTS.	FISHING MATERIAL.												OTHER FIXTURES USED IN FISHING.									
		Tugs or Vessels.			Boats.		Gill Nets.			Seines.		Pound-nets.		Night and lines.		Freezers and Ice Houses.		Piers and Wharves.					
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Hooks.	Value.	Number.	Value.	Number.	Value.			
1	Lake Winnipeg and its tributaries . . . . .	18	1362	197200	140	750	18250	1500	5000	250000	25000	10	330	250	2	300	1000	1000	129	125000	38	10000	1
2	Lakes Winnipegosis, Dauphin and Waterhen . . . . .	4	111	16760	25	108	10998	200	2154	114275	10660								16	8400	10	4388	2
3	Lake Manitoba shoal and St. Martin. . . . .	2	24	1950	5	66	2600	166	800	22025	2350	5	165	125					3	3000	2	150	3
4	Rock and Pelican Lakes . . . . .					3	45	3	6	360	36												4
	Totals. . . . .	24	1497	215910	170	927	31893	1869	7960	386660	38046	15	495	375	2	300	1000	1000	148	136400	50	14538	





## APPENDIX No. 7.

## ONTARIO.

## GENERAL REMARKS, SEASON OF 1901.

In comparing the fishery returns of this province with those of last year's, we find a substantial increase, not only in the aggregate catch, but also in the respective yield of almost every district, and this, notwithstanding the severe storms which occurred with unusual frequency in every part of the province, and which greatly impeded the operations of the fishermen.

Not only was the run of herring in the west end of Lake Erie during November phenomenal, but these fish were of an exceptionally good quality, and of remarkable size, some weighing as much as two pounds. The market value of these fish has substantially advanced, the prices for herring being higher than usual, three and even four cents per lb. having been readily obtained.

The catch of whitefish in Georgian bay was better than for the past fifteen years, and the fishermen there rejoice at what they hope indicates a permanent increase of their principal commercial fish.

The black bass which were successfully transplanted during the season seem to have readily adapted themselves to their new surroundings, in some cases large broods have been noticed swimming about under the watchful care of the parent fish, indicating that they have found suitable spawning grounds.

It has appeared convenient for purposes of tabulation and comparison to divide the province into twenty-one fishing districts; and these are again sub-divided, setting forth the chief fishing points in each district, the number of fishermen employed, the tonnage and value of tugs, vessels and boats used, the kinds and value of fishing material operated, and the varieties, quantities and value of fish caught in each division.

The Fisheries Department under the provincial government issued licenses to fish with 2,410,627 fathoms of gill-net, 432 pound-nets, 484 hoop or fyke-nets, 102 seines, 33 dip-nets, and 3 machines, besides several thousand hooks.

The various branches of the fishing industry give employment to 2,802 men, 101 tugs, and 1,299 boats.

An estimated capital of \$749,071 is invested in the industry. The total catch shows a marked increase, and amounts to 27,428,375 pounds, as compared with 25,698,501 pounds last year.

The estimated value of the catch is \$1,428,078.58.

For some years it has been stated that a species of fish unlike either the whitefish or the lake herring occurred in Lake Simcoe. Specimens examined in Toronto showed that this species resemble very strongly the whitefish, though differing therefrom in some well defined respects. Specimens were obtained and left with Professor Ramsay Wright, who kindly offered to make an examination for the purpose of removing the uncertainty. Dr. Bensley, who made the examination, reported that 'the specimen belongs to the genus *Coregonus*, but does not correspond to any of the species described by Jordon and Evermann in their 'Fishes of North and Middle America.' From *C. clupeiferous* it differs in its coloration, in the number of scales, and in its more elongated form. The fact that it occurs in Lake Simcoe, in common with the common whitefish, makes it extremely probably that it belongs to a distinct species.

Its characters approach most closely those of *C. labradoricus*, of which it may be a local variety. It shares with the Labrador whitefish the following characteristics:—

NOTE.—In these remarks of the Ontario fisheries, reliance has been largely placed on the published provincial reports.

## SESSIONAL PAPER No. 22

'Colour, dark bluish above, sides silvery, scales with dark punctulations on edges.

'Dimensions correspond very closely.

'Teeth on tongue, present in both.

'The more important differences is in the number of the scales, of which there are 71-76 in longitudinal series in *C. labradoricus*, 83-88 in the specimen submitted.

"The characters are not intermediate between the common whitefish and the lake herring as has been suggested. The gill rakers, which are numerous in herring, are few in this specimen, even fewer than in the common whitefish, and the relationship of the jaws to one another is characteristically coregonoid. The occurrence of two distinct species of whitefish in such a small body of water as Lake Simcoe, is, in all probability, rendered possible by a difference in habits, or in the nature of the food. In the summer of 1899, I examined, at St. Andrew's Marine Station, the stomachs of a number of whitefish obtained by Prof. Prince from fish caught in the northern part of Lake Huron, the contents of which were quite exceptional as whitefish food, consisting for the most part of small fish, sticklebacks, and others. This is a matter of some interest, as I am told that these Lake Simcoe fish are taken with minnow bait. It is possible that the species is distributed over a considerable area of the northern portion of the province, and that individuals reach a greater maximum size in the larger bodies of water.' (The largest specimen submitted was 13 inches in length, and a little over one pound in weight.)

The lesser lake and river inland fisheries are becoming more important each year, not only on account of the large and valuable amount of food which they furnish, but to a much greater extent from the fact that they are a drawing attraction to tourists who come to spend their summer or vacation with us, brought hither by the excellent fishing to be had in the fresh water lakes, rivers and stream with which the province abounds, and by our cool, healthful climate and georgious scenery; and this source of profit will no doubt increase in the future as new districts are opened up, and become more accessible. It is interesting to contemplate the vast amount of revenue which the citizens of this province will derive from such visitors even a few years hence, if our inland waters are stocked with good varieties of game fish, such as trout, bass and maskinongé, and other varieties as we may be able to introduce them. And, of course, the more and better attractions of this kind we have to offer, the greater the number of people who will come. It is estimated that \$10,000,000 annually are left in Maine by tourists visiting that state.

It was reported last year that specimens of the steel head salmon of the Pacific coast (*Salmo gairdneri*) had been taken in the pound-nets on the north shore of Lake Superior, indicating that fish deposited by the Fish Commissioners of Minnesota had found their way into Canadian waters; and, as these fish possess fine game qualities, arrangements were made by the provincial authorities with the fishermen for the preservation of any caught, and their transfer to a small spring water lake in the vicinity, for distribution therefrom as might be desired; but only some half a dozen were taken. Possibly more may be secured during the approaching season.



ONT

RETURN of the Number of Fishermen, Tonnage and Value of Tugs, Vessels and Boats,  
caught in the Province of

		FISHING MATERIAL.										
		Tugs or Vessels.				Boats.			Gill-nets.	Pound-nets.		
DISTRICTS.												
Number.		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Yards.	Value.	Number.	Value.
<i>Lake of the Woods and Rainy River.</i>												
				\$			\$			\$		\$
1	Lake of the Woods .....	4	30	5050	10	11	580	21	4000	1000	24	1800
2	Eagle Lake .....					1	125	2	1000	200		
3	Lake Manitou .....					1	225	2	1000	275		
4	Shoal Lake .....	1	5	500	3	2	120	2	3000	750		
5	Big Sandy Lake .....					1	75	2	1000	90		
6	Lake Wabigon .....					2	175	2	2000	275		
7	One Man Lake .....					1	75	2	200	100		
8	District lying between the 5th and 7th meridian lines and south of a line running due east from One Side Lake to Whitefish Lake .....					4	400	6	2000	200		
Totals .....		5	35	5550	13	23	1675	39	15200	2890	24	1800
Values .....		\$										
<i>Lake Nepigon and Thunder Bay.</i>												
1	Lake Nepigon and Thunder Bay .....					†50	750	75				
Values .....		\$										
<i>Lake Superior District.</i>												
1	Thunder Bay .....	7	138	12	29	38	1862	54	141750	7425	14	2000
2	Michipicoten Harbour .....	1	12	200	3	1	100	2	700	45	2	1000
3	Little Gros Cap .....					1	100	2	3000	450		
4	Indian Harbour .....	1	45	3500	10							
5	Lizard Islands .....	1	20	3000	5	6	1200	12	36000	2400	5	2400
6	Pointe Mamainse .....	1	18	2500	5				30000	2000		
7	Batchewana Bay .....					6	600	12	10000	800		
8	Goulais Bay and Parasian Islands .....					9	900	20	12000	600	4	2000
9	Caribou Islands .....					1	125	2	2000	200		
10	Otter Head .....					1	75	1	1000	60		
11	Richardson's Harbour .....	1	50	8000	12				24000	2000		
12	Michipicoten Island .....	1	17	4000	12				2400	2100		
13	Pilot Harbour .....					1	200	3			5	1500
Totals .....		13	300	27175	76	61	5162	108	284450	18080	30	8900
Values .....		\$										

† Canoes.

SESSIONAL PAPER No. 22

## ARIO.

the Quantity and Value of all Fishing Materials ; also the Kinds and Quantities of Fish Ontario, during the Year 1901.

KINDS OF FISH.													TOTAL VALUE	Number.
Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Bass, lbs.	Pickeral or doré, lbs.	Pike, lbs.	Sturgeon, lbs.	Perch, lbs.	Tullibee, lbs.	Catfish, lbs.	Mixed & coarse fish, lbs.	Cavaire, lbs.	Bladders, lbs.		
													\$ c.	
.....	123553	22365	.....	98775	36036	37367	.....	66	95783	11885	2342	138	27,055 16	1
.....	11000	1200	.....	6000	.....	.....	.....	.....	.....	.....	.....	.....	1,300 00	2
.....	4000	3000	.....	2000	.....	.....	.....	.....	.....	.....	.....	.....	720 00	3
.....	67411	.....	.....	20503	14280	.....	.....	.....	.....	.....	.....	.....	6,989 23	4
.....	2000	4000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	560 00	5
.....	6000	.....	.....	15000	6000	.....	.....	16000	.....	.....	.....	.....	2,430 00	6
.....	3700	.....	.....	.....	.....	1000	.....	.....	.....	.....	.....	.....	356 00	7
.....	17200	210	.....	15703	4000	.....	500	13000	.....	.....	.....	.....	3,137 15	8
.....	234864	30775	.....	157981	60316	38367	500	29066	95783	11855	2342	138	.....	.....
.....	18789	3077	.....	7899	2412	2302	15	1744	4789	237	1171	110	42,547 54	.....
.....	55300	77500	75	7000	9000	6000	.....	.....	.....	.....	.....	.....	.....	1
.....	4424	7750	6	350	360	360	.....	.....	.....	.....	.....	.....	13,250 00	.....
225330	289377	583562	.....	178598	1979	6199	.....	.....	.....	740	.....	Trout, brls.	98,198 76	1
.....	6185	4682	.....	110	.....	.....	.....	.....	.....	.....	.....	.....	968 50	2
.....	4000	10000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,320 00	3
.....	20557	91350	.....	.....	.....	.....	.....	.....	.....	.....	.....	134	12,119 56	4
.....	55680	124420	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	16,896 40	5
.....	8757	60095	.....	.....	.....	.....	.....	.....	.....	.....	.....	17	6,880 06	6
.....	480	14415	.....	.....	420	.....	.....	.....	.....	.....	.....	8	1,559 90	7
.....	68483	33825	.....	640	.....	.....	.....	.....	.....	.....	.....	50	9,411 94	8
.....	.....	10000	.....	.....	.....	.....	.....	.....	.....	.....	.....	166	2,660 00	9
.....	.....	1700	.....	.....	.....	.....	.....	.....	.....	.....	.....	65	820 00	10
.....	9466	224800	.....	.....	.....	.....	.....	.....	.....	.....	.....	160	24,837 28	11
.....	6281	190174	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19,519 88	12
.....	13500	12200	.....	.....	.....	242	.....	.....	.....	.....	.....	.....	2,314 52	13
225330	482766	1361223	.....	178708	2619	6861	.....	.....	.....	740	.....	879	.....	.....
4506	38621	136123	.....	8935	105	412	.....	.....	.....	14	.....	8790	197,506 86	.....

2-3 EDWARD VII., A. 1903

## RETURN of the Number, Tonnage and Value of Vessels and Boats, and the

Number.	DISTRICTS.	FISHING MATERIAL.										
		Tugs or Vessels.				Boats.			Gill-nets.		Pound-nets.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Yards.	Value	Number.	Value.
	<i>Lake Huron Division—North Channel.</i>			\$		\$		\$		\$		\$
1	Tenby Bay.....					1	30	2	3000	300		
2	Hilton.....					1	75	1	3000	150		
3	McBeth's Bay.....					1	100	2	1000	60	2	1000
4	Thessalon and Bruce Mines.....	1	15	2000	4	2	200	4	2000	200	4	2000
5	Blind River.....					1	150	3			5	1200
6	Spragge.....	1	16	800	2	4	300	2			8	1000
7	Kegawong.....	1	11	400	4	1	60	2	15000	975		
8	Little Current.....					2	150	4	2500	300		
9	Gore Bay.....	1	20	1500	6	1	100	2	6000	300	5	1500
10	Meldrum Bay.....	1	20	3000	6	1	150	2	24000	3000	5	1000
11	Cockburn Island..	2	40	6500	11	5	550	10	60055	4000	3	600
12	Burnt Island.....	3	75	13500	15	1	100	2	41600	1280	8	2400
13	Duck Island.....	2	35	4500	6	8	1050	16	96000	9500		
14	South Bay Mouth.....	2	40	3000	12	7	745	14	85620	7431		
15	Fitzwilliam Island.....					13	1825	26	26450	1500		
16	Squaw Island.....	2	45	9000	12	2	300	4	60000	6800		
17	Killarney.....	3	82	14200	18	26	2900	170	166500	22619		
18	Bustard Islands.....					10	1450	36	49700	4450		
19	Cutler.....					6	450	12	6000	305		
	Totals.....	19	399	58400	96	112	10685	314	639425	63110	40	10700
	Values.....	\$										



## SESSIONAL PAPER No. 22

## Quantity and Value of Fish, &amp;c., in the Province of Ontario—Continued.

KINDS OF FISH.													TOTAL VALUE.	Number.
Herring, salted, brls.	Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Bass, lbs.	Pickarel or Doré, lbs.	Pike, lbs.	Maskinongé, lbs.	Sturgeon, lbs.	Perch, lbs.	Catfish, lbs.	Mixed and Coarse fish, lbs.	Trout, brls.		
													\$ cts.	
25		400			800	14000	50						635 00	1
		800	2300			1600							460 48	2
		300	1200								124		144 00	3
		38850	97817		2498	3806		486	100				13,199 00	4
		4000	12000		14000						1000		2,240 00	5
118	10892	10000	8986		40726	1500		6000		197	8772		5,030 03	6
		13000	44000										5,440 00	7
130		2000	2000		1000								930 00	8
50		13928	6820	14670		220		1672					3,278 96	9
40		4000	12000	230	1000			6000	1000				2,138 40	10
1½		40807	144192		1044			220					17,755 16	11
18			242000										24,272 00	12
		139000	87000										19,820 00	13
		124425	83000									41½	18,669 00	14
4		5600	129500										13,414 00	15
		36000	50000										7,880 00	16
		318487	226371		32226	25978	37	376	4164	2248	2536		51,079 30	17
10	16120	159800	76550	120	141000	23000		800		300			28,844 00	18
597													2,388 00	19
993½	27012	911397	1225736	15020	234294	70104	87	15554	5264	2745	12432	41½	.....	
3974	540	72912	122573	1201	11715	2804	5	933	158	137	248	415	217,617 33	

2-3 EDWARD VII., A. 1903

RETURN of the Number, Tonnage and Value of Tugs, Vessels and Boats, and the

Number.	DISTRICTS.	FISHING MATERIAL.								
		Tugs or Vessels.				Boats.			Gill-nets.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Yards.
	<i>Georgian Bay Division.</i>			\$			\$			\$
1	Parry Sound .....	2	26	6000	12	10	...	16	...	54000
2	Point Au Baril.....	3	18	6000	15	4	600	8	...	99000
3	Waubashene.....	1	14	1500	2	8	800	16	...	15000
4	Victoria Harbour.....					4	400	8	...	8000
5	Midland.....					6	900	12	...	20000
6	Penetanguishene .....					2	200	4	...	4000
7	Collingwood.....	2	59	6000	12	25	1530	49	...	141900
8	Owen Sound.....	4	82	14000	20	40	2472	79	40	207200
9	Colpoy's Bay and Tobermory .....	4	89	12500	24	15	985	28	328	134800
	Totals .....	16	288	46000	85	114	7887	220	368	653900
	Values .....			\$						\$

Number.	DISTRICTS.	FISHING MATERIAL.										
		Tugs or Vessels.				Boats.			Gill-nets.		Pound-nets.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Yards.	Value.	Number.
	<i>Lake Huron (Proper).</i>			\$			\$			\$		\$
1	Cape Hurd to Southampton.....	3	72	8300	21	30	2650	74	...	168600	11676	2
2	Southampton to Goderich.....	1	13	3000	6	3	90	6	...	32400	2680	...
3	County of Huron, including Grand division.....	1	28	3000	6	12	1350	24	...	49000	3870	11
4	Bosanquet Township..					16	9045	26	5	10500	820	14
5	Plympton ..	1	29½	3500	3	7	300	7	...	...	...	9
6	Sarnia ..	1	16	1200	4	29	1310	43	4	11900	315	28
	Totals .....	7	154½	19000	40	97	14745	180	9	272400	19361	64
	Values .....			\$								\$

## SESSIONAL PAPER No. 22

Quantity and Value of all Fish, &amp;c., in the Province of Ontario—Continued.

KINDS OF FISH.												TOTAL VALUE.	Number.
Herring, salted, brls.	Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Pickarel or Dore, lbs.	Pike, lbs.	Sturgeon, lbs.	Perch, lbs.	Catfish, lbs.	Mixed and Coarse Fish, lbs.	Trout, brls.	Whitefish, brls.	Caviare, lbs.	
5		78996	151170	10688	4008								\$ cts.
		107818	113185	41469	7157	134		1138	432				22,151 40 1
40		800	2000	76754	16720	1900			14231				22,377 25 2
404		17500	14000	14000	7000	8750			9000				5,329 12 3
40		31960	95020	25500	10000	3000							6,101 00 4
60			5300										14,073 80 5
122	62310	127893	178449			24588	6603		12500	30			1,070 00 6
154	3950	131575	418510							63	4052		34,389 91 7
		5300	442879						595½	2½			54,972 00 8
													50,691 90 9
825	66260	501842	1420513	168411	44885	38372	6603	1138	36163	815½	65½	4052	
3300	1325	40147	142051	8420	1795	2302	198	57	723	8155	655	2026	211,156 38

KINDS OF FISH.												TOTAL VALUE.	Number.
Herring, salted, brls.	Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Pickarel or Doré, lbs.	Sturgeon, lbs.	Perch, lbs.	Catfish, lbs.	Mixed and Coarse Fish, lbs.	Whitefish, brls.	Trout, brls.	Caviare, lbs.		
417	42700	8127	793316	700	1200	2000	.....	1000	.....	509	400	87,980 76	1
.....	1000	2300	110250	.....	.....	.....	.....	.....	.....	344	.....	14,669 00	2
.....	31930	2690	106702	43743	4433	2331	130	9954	.....	2	335	14,440 14	3
.....	30483	7887	19706	65584	5940	5509	200	15582	1206	.....	.....	19,393 73	4
.....	10200	272	50	45655	2430	.....	27	10079	.....	.....	.....	2,862 24	5
40	102321	2330	3218	25110	42570	120	170	.....	.....	.....	.....	6,536 42	6
457	218634	23606	1033242	180792	56573	9960	527	36615	1206	855	735	.....	.....
1828	4372	1888	103324	9039	3394	299	26	732	12060	8550	367	145,882 29	.....





## SESSIONAL PAPER No. 22

Vessels and Boats, and the Quantity and Value of all Fish, &amp;c.

KINDS OF FISH.												TOTAL VALUE.	Number.
Herring, salted, bbls.	Herring, fresh, lbs.	Whitefish, lbs.	Bass, lbs.	Pickarel or Doré, lbs.	Pike, lbs.	Maskinonge, lbs.	Sturgeon, lbs.	Perch, lbs.	Catfish, lbs.	Mixed and Coarse Fish, lbs.	Caviare, lbs.		
68	51840	.....	.....	114189	3217	.....	15450	3459	390	32483	....	\$      cts.	1
....	.....	.....	.....	33990	2025	.....	.....	.....	10	105093	....	8,846 86	2
....	3500	75840	1900	64413	21318	6432	66982	54141	39314	382843	3036	27,532 20	3
68	55340	75840	1900	212592	26560	6432	82432	57600	39714	520419	3036	.....	
272	1106	6067	152	10629	1062	386	4946	1728	1985	10408	1518	40,261 92	

RETURN of the Number and Value of Tugs and Boats, and the Quantity and Value of Fish, &c., in the Province of Ontario—*Con.*

FISHING MATERIAL														
DISTRICTS.														
Tugs or Vessels.					Boats.			Gill Nets.			Seines.		Pound Nets.	
Number.	Tonnage.	Value.	Men.		Number.	Value.	Men.	Number.	Yards.	Value.	Number.	Yards.	Value.	Number.
		\$				\$				\$			\$	
<i>Lake Erie.</i>														
1 Pelee Island...	3	38	6700	33	6	530	8	200	15500	2378	4	200	70	10
2 County of Essex...	2	100	9500	11	51	5900	62	80	2780	435	4	200	70	55
3 County of Kent...	3	206	14460	16	69	10340	87	...	...	...	...	...	...	88
4 County of Elgin...	5	72	14500	12	44	4490	86	19	20300	995	...	...	...	67
5 Houghton and Long Point...	4	46	16200	27	8	975	9	350	37000	3060	...	...	...	22
6 Port Rowan Bay...	...	...	...	...	30	1015	74	40	4500	250	19	6850	1860	...
7 Normandale...	...	...	...	...	21	770	37	75	8200	505	7	1430	390	...
8 East of Port Dover...	2	30	3500	10	13	590	19	220	23260	2232	...	...	...	14
9 Cayuga to and including Grand River...	4	72	11000	20	10	265	20	...	46700	2715	5	330	200	...
10 Port Maitland to Port Colborne...	1	14	1400	5	9	787	29	...	7700	1002	...	...	...	4
11 Port Colborne to Niagara Falls...	1	52	600	3	27	1157	33	35	42560	3410	...	...	...	2
Totals...	25	630	77860	137	228	26819	464	1019	208440	16982	35	8810	2520	266



## SESSIONAL PAPER No. 22

RETURN showing the Kinds, Quantity and Value of all Fish, &amp;c., in the Province of Ontario--Continued.

DISTRICTS.	KINDS OF FISH.													TOTAL VALUE.	Number.	
	Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Bas, lbs.	Pickarel or Dore, lbs.	Pike, lbs.	Sturgeon, lbs.	Perch, lbs.	Tullibee, lbs.	Catfish, lbs.	Mixed and Coarse Fish, lbs.	Caviare, lbs.	Sturgeon Bladders, lbs.			
<i>Lake Erie.</i>																
1 Pelee Island.....	205910	12535	.....	.....	8325	49520	8645	10120	.....	2960	2580	600	.....	8,839	95	
2 County of Essex.....	567610	113310	.....	.....	191594	172203	229536	106551	.....	17640	152798	2955	.....	46,874	17	
3 County of Kent.....	2059751	52561	.....	214	370749	609567	20947	94788	.....	910	124804	504	.....	95,232	39	
4 County of Elgin.....	1278047	79745	.....	.....	736875	52626	22529	43518	.....	5004	50945	984	32	75,359	31	
5 Houghton and Long Point.....	269662	115746	87	.....	69181	105082	19548	34004	.....	1010	23598	4461	.....	27,264	51	
6 Port Rowan Bay.....	6605	.....	.....	6173	36701	18484	.....	40975	1841	16130	94484	.....	.....	7,236	24	
7 Normandale.....	36023	50	.....	3469	24307	8293	.....	42049	.....	4398	19765	.....	.....	4,425	72	
8 East of Port Dover.....	128499	51193	1312	.....	249406	482	17724	48737	.....	488	50490	720	.....	23,209	95	
9 Cayuga to and including Grand River.....	208628	69814	4100	.....	94757	1481	8845	35499	.....	1541	37924	435	450	17,989	47	
10 Port Maitland to Port Colborne.....	71556	25264	.....	.....	47031	75323	19636	27195	.....	105	45779	1293	43	12,432	45	
11 Port Colborne to Niagara Falls.....	22876	6148	.....	390	22206	29163	26941	24223	.....	450	21956	3515	508	8,226	05	
Totals.....	4855167	526366	5499	10246	1851132	1122224	167681	507659	1841	50636	625183	15467	1083	.....	.....	
Values . . . . .	66	97103	42109	550.00	819	92556	44889	10060	15229	110	2531	12503	7733	826	327,090	21



## SESSIONAL PAPER No. 22

RETURN showing the Kinds, Quantity and value of all Fish, &amp;c., in the Province of Ontario.—Continued.

DISTRICTS.		KINDS OF FISH.												TOTAL VALUE.	Number.		
Number.	Herring salted, brls.	Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Bass, lbs.	Pickarel or Dore, lbs.	Pike, lbs.	Maskinonge, lbs.	Sturgeon, lbs.	Eels, lbs.	Perch, lbs.	Tullibee, lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.	\$ cts.	Number.	
<i>Lake Ontario.</i>																	
1	Queenston.	5,000	200		650	1,200	3,200		500		5,200			300	548 00	1	
2	Niagara.	334,200	9,650	50		17,580	4,000		5,430		6,900				*9,334 40	2	
3	Port Dalhousie.	209,778	400			500	100				9,314			1,200	4,559 98	3	
4	Louth.	38,975			90	20	2,408				3,215		2,750	320	1,124 37	4	
5	Clinton.	44,500									12,200				1,312 00	5	
6	Grimsbv.	235,000	15,948												5,975 84	6	
7	Burlington Beach.	437,830	19,150	4,300		2,400	30,689		500		9,069		3,260	6,569	12,662 61	7	
8	County of Halton.	603,763			400		350			184	1,000		400	12,000	12,374 26	8	
9	County of Peel.	6,750	950	6,960	3,550		220				1,000		200	2,100	1,308 04	9	
10	County of York.	339,200	7,900	200							1,000			7,700	7,638 80	10	
11	Electoral District of South Ontario exclusive of Tp. of Reach.	18,800	730				525				200		25		462 65	11	
12	Counties of Durham and Northumb'land.	13,000	11,700	9,000			48,250				7,500		39,540	33,500	6,898 00	12	
13	Rice Lake and Trent River.				500		5,579	2,000		1,800	1,000		89,549	20,231	5,403 23	13	
14	Prince Edward county.	17,613	16,400	41,511	750	8,000	135,260		550	29,000	111,300	1,000	90,000	104,200	23,441 76	14	
15	Bay of Quinte.	5,000	15,000			11,000	121,000			25,100	115,100		65,250	101,300	16,937 50	15	
16	Lennox county and Napanee River.	2,900	2,100			200	39,917			4,083	10,253		32,529	4,656	4,101 82	16	
17	Amherst Island and vicinity.	6,166	30,629	2,700		1,900	14,511		300		30,917		2,500	2,800	4,709 59	17	
18	Wolf Island and vicinity.		2,435			961	18,684			8,700	29,661		31,640	13,642	4,256 88	18	
	Totals	20	2318475	133,192	64,721	5,940	43,761	424,693	2,000	7,280	68,817	354,729	1,000	357,643	310,518		
	Values	80	46,369	10,655	6,472	475	2,188	16,987	120	436	4,129	10,641	60	17,882	6,210		123,049 73

\* Note. In No. 2, include 4 brls. whitefish, 560 lbs. caviare and 27 lbs. bladders.



RETURN of the Value of Tugs and Boats, and the Quantity and Value of Fish, &c., in the Province of Ontario—Continued.

Number.	DISTRICTS.	FISHING MATERIAL.										KINDS OF FISH.												
		Tugs or Vessels.		Boats.		Gill Nets.		Hoop Nets.		Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Number.											
		Number.	Value.	Men.	Value.	Yards.	Value.	Number.	Value.															
1	Frontenac county.																							
2	Leeds and Lanark counties.																							
3	Grenville, Dundas, Stormont and Glengarry counties																							
4	Prescott, Russell and Carleton counties.																							
5	Renfrew county																							
6	Nipissing District																							
7	Peterborough County																							
8	Lake Simcoe and Victoria county																							
9	Lake Simcoe and tributaries																							
10	Muskoka District, Grey and Wellington counties																							
	Totals.....	4	6	4,500	11	221	3,112	299	45	23,848	3,298	131	2,792	1½	27,200	16,267	65,958							
	Values													6	544	1,301	6,596							

## SESSIONAL PAPER No. 22

RETURN showing the Kinds, Quantity and Value of all Fish, &c., in the Province of Ontario—Continued.

Number.	Districts.	KINDS OF FISH.											TOTAL VALUE.	Number.
		Bas, lbs.	Pickarel or Dore, lbs.	Pike, lbs.	Maskinonge, lbs.	Sturgeon, lbs.	Reels, lbs.	Perch, lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.	Caviare, lbs.	Sturgeon bladders, lbs.		
1	Frontenac county.			55,407			3,387	16,596	59,033	40,095			6,852	01
2	Leeds and Lanark counties	3,313		26,408	153		1,563	17,455	67,061	7,620			6,974	08
3	Grenville, Dundas, Stormont and Glengarry counties	200		1,900	1,824		1,606	1,100	630	560	12		1,386	38
4	Prescott, Russell and Carleton counties	400		9,048	6,210		1,055	3,181	2,300	38,310	117		1,811	93
5	Renfrew county.			500			700	246	700	7,785			541	22
6	Nipissing District	231		4,599									51	5
7	Peterborough county.			180		128,354				550	397		14,751	79
8	Lake Simcoe and Victoria county.	50,000			43,000		200	500	1,000	10,000			6,977	00
9	Lake Simcoe and tributaries.	290,700		350	504,900		2,160	83,500	46,300	53,000			61,335	60
10	Muskoka District, Grey and Wellington counties.	34,000			6,200				1,400	20,000			5,790	50
	Totals.	379,344	19,386	95,854	556,077	148,970	6,373	123,772	179,583	187,049	13,363		3,245	87
	Values.	30,347	969	3,834	33,364	8,938	382	3,713	8,979	3,741	6,682		109,716	38

2-3 EDWARD VII., A. 1903

RECAPITULATION of the Number of Fishermen, Tonnage and Value of Tugs, Vessels and

		FISHING									
DISTRICTS.		Tugs or Vessels.				Boats.			Gill Nets.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Yards.	Value.
Number.											
				\$		\$				\$	
1	Lake of the Woods and Rainy River District. ....	5	35	5,550	13	23	1,675	39	...	15,200	2,890
2	Lake Nepigon and Thunder Bay District. ....					\$50	750	75	...		
3	Lake Superior. ....	13	300	27,175	76	61	5,162	108	...	284,450	18,080
4	Lake Huron (North Channel)	19	399	58,400	96	112	10,685	314	...	639,425	63,110
5	Georgian Bay. ....	16	288	46,000	85	114	7,887	220	368	653,900	30,962
6	Lake Huron (proper).....	7	158	19,000	40	97	14,745	180	9	272,400	19,361
7	Lake and River St. Clair and Thames River. ....	2	6	1,250	5	108	3,381	212	*24	133	.....
8	Lake Erie and Grand River ..	25	630	77,860	137	288	26,819	464	1,019	208,440	16,982
9	Lake Ontario. ....	10	69	4,500	26	275	11,163	402	942	317,960	16,831
10	Frontenac county. ....					72	879	103	...	1,975	455
11	Leeds and Lanark counties. ....					58	828	84	15	450	195
12	Grenville, Dundas, Stormont and Glengarry counties....					7	75	8	...		
13	Prescott, Russell and Carleton counties. ....					37	462	41	1	1,032	94
14	Renfrew county. ....					20	138	23	25	735	178
15	Nipissing District. ....	4	6	4,500	11	19	557	32	...	18,440	2,305
16	Peterborough county. ....					1	75	1	1	300	10
17	Lake Scugog and Victoria county.....					4	40	4	..	120	8
18	Lake Simcoe and Tributaries		No	returns.							
19	Muskoka District, Grey and Wellington counties. ....					3	58	3	3	800	53
Totals. ....		101	1,891	244,235	459	1,299	84,629	2,313	2,383	2,410,627	174,514

§ Canoes.



## SESSIONAL PAPER No. 22

Boats, the Quantity and Value of all Fishing Material, &amp;c., in the Year 1901.

MATERIAL.									OTHER FIXTURES USED IN FISHING.				
Seines.			Pound Nets.		Hoop Nets.		Night Lines.		Freezers and ice-houses.		Piers and wharves.		Number.
Number.	Yards.	Value.	Number.	Value.	Number.	Value.	Number of Hooks.	Value.	Number.	Value.	Number.	Value.	
		\$		\$		\$		\$				\$	
			24	1,800	10	500			5	2,400	2	150	1
								5,000					2
			30	8,900					13	5,150	4	15,000	3
			40	9,700					5	950	3	1,550	4
									19	3,275	4	1,650	5
9	1,410	579	64	12,185					20	2,315			6
45	4,314	2,585	8	1,960	83	4,430	14,500	931	24	2,775	1	100	7
35	8,810	2,520	266	113,375	1	25	2,600	30	118	37,007	4	2,200	8
7	3,810	1,125	† 3	275	235	4,125	2,000	43	53	3,430	12	1,112	9
6	48	45			61	1,281	75	3	2	19			10
					88	1,385	1,350	42			30	525	11
							3,700	37					12
			*9	4	2	40	2,090	21	3	80			13
					2	50							14
							8,000	80	5	1,475			15
													16
					2	36							17
													18
													19
102	18,392	6,854	432	140,190	484	11,872	34,315	6,187	267	58,876	60	22,287	

\* Dip Nets. † Machines.

2-3 EDWARD VII., A. 1903

## RECAPITULATION by Districts of the kinds and

Number.	DISTRICTS.	KINDS							
		Herring, salted, brls.	Herring, fresh, lbs.	Whitefish, lbs.	Trout, lbs.	Bass, lbs.	Pickeral or Doré, lbs.	Pike, lbs.	Maskinonge, lbs.
1	Lake of the Woods and Rainy River District .....			234,864	30,775		157,981	60,316	
2	Lake Nipigon and Thunder Bay District .....			55,300	77,500	75	7,000	9,000	
3	Lake Superior .....		295,330	482,766	1,361,223		178,708	2,619	
4	Lake Huron (North Channel) .....	993½	27,012	911,397	1,225,736	15,020	234,294	70,104	87
5	Georgian Bay .....	825	66,260	501,842	1,420,513		168,411	44,885	
6	Lake Huron (proper) .....	457	218,634	23,606	1,033,242		180,792		
7	Lake and River St. Clair and Thames River .....	68	55,340	75,840		1,900	212,592	26,560	6,432
8	Lake Erie and Grand River .....	16½	4,855,167	526,366	5,499	10,246	1,851,132	1,122,224	
9	Lake Ontario .....	20	2,318,475	133,192	64,721	5,940	43,761	424,693	2,000
10	Frontenac county .....		15,470		275			55,407	
11	Leeds county .....		772	1,200	12,000	3,313		26,408	153
12	Grenville, Dundas, Stormont and Glengarry counties .....					200	550	1,900	1,824
13	Prescott, Russell and Carleton counties .....			370		400	9,048	6,210	
14	Renfrew county .....			700	117	231	500	4,599	
15	Nipissing District .....	1½	350	400	250		550	180	
16	Peterborough county .....				1,200	50,000			43,000
17	Lake Scugog and Victoria county .....		1,600	750	16,300	290,700	200	350	504,900
18	Lake Simcoe and tributaries .....		8,500	10,700	9,600	34,000	4,850		6,200
19	Muskoka District, Grey and Wellington counties .....		528	2,147	26,216	500	3,688	800	
	Totals .....	2,381½	7,793,438	2,961,440	5,285,167	412,525	3,054,057	1,856,255	564,596

## SESSIONAL PAPER No. 22

quantities of Fish caught during the Year 1901.

OF FISH.

Sturgeon, lbs.	Eels, lbs.	Perch, lbs.	Tullibee, lbs.	Catfish, lbs.	Mixed and coarse fish, lbs.	Caviare, lbs.	Sturgeon bladders, lbs.	Trout, salted, brls.	Whitefish, salted, brls.	Value.	Number.
										\$ cts.	
38,367	.....	500	29,066	95,783	11,885	2,342	138	.....	.....	42,547 54	1
6,000	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,250 00	2
6,861	.....	.....	.....	.....	740	.....	.....	879	.....	197,506 80	3
15,554	.....	5,264	.....	2,745	12,432	.....	.....	41½	.....	217,617 33	4
38,372	.....	6,603	.....	1,138	36,163	4,052	.....	815½	65½	211,156 38	5
56,573	.....	9,960	.....	527	36,615	735	.....	855	1,206	145,882 29	6
82,432	.....	57,600	.....	39,714	520,419	3,036	.....	.....	.....	40,261 92	7
167,681	.....	507,659	1,841	50,636	625,183	15,467	1,033	.....	.....	327,090 21	8
7,280	68,817	354,729	1,000	357,643	310,518	560	27	.....	4	123,049 73	9
.....	590	16,996	.....	59,033	40,095	.....	.....	.....	.....	6,852 01	10
3,387	1,563	17,455	.....	67,061	7,620	12	.....	.....	.....	6,974 08	11
15,474	1,600	1,100	.....	630	500	117	.....	.....	.....	1,386 38	12
1,055	160	3,181	.....	2,300	38,310	.....	.....	.....	.....	1,811 93	13
700	100	246	.....	700	4,785	.....	.....	.....	.....	541 22	14
123,354	.....	.....	.....	.....	550	13,234	397	.....	.....	14,751 79	15
.....	200	500	.....	1,000	10,000	.....	.....	.....	.....	6,977 00	16
.....	2,160	83,500	.....	46,900	53,000	.....	.....	.....	.....	61,335 60	17
.....	.....	.....	.....	1,400	20,000	.....	.....	.....	.....	5,790 50	18
.....	.....	794	.....	559	9,189	.....	.....	.....	.....	3,295 87	19
568,090	75,190	1,066,087	31,907	727,769	1,741,004	39,555	1,595	2,591	1,275½	1,428,078 58	



## STATEMENT

Of the yield and value of the Fisheries of the Province for the year 1901.

Kinds of Fish.		Quantity.	Price.	Value.
			\$ cts.	\$ cts.
Whitefish	brls.	1,275½	10 00	12,755 00
"	lbs.	2,961,440	0 08	236,915 20
Herring	"	7,793,438	0 02	155,868 76
"	brls.	2,381½	4 00	9,526 00
Trout	"	2,591	10 00	25,910 00
"	lbs.	5,285,167	0 10	528,516 70
Bass	"	412,525	0 08	33,002 00
Pickarel	"	3,054,057	0 05	152,702 85
Pike	"	1,856,255	0 04	74,250 20
Maskinonge	"	564,596	0 06	33,875 76
Sturgeon	"	568,090	0 06	34,085 40
Caviare	"	39,555½	0 50	19,777 75
Bladders	"	1,595	0 80	1,276 00
Eels	"	75,190	0 06	4,511 40
Perch	"	1,066,087	0 03	31,982 61
Catfish	"	727,769	0 05	36,388 45
Coarse fish	"	1,741,004	0 02	34,820 08
Tullibee	"	31,907	0 06	1,914 42
Total				1,428,078 58

## RECAPITULATION

Of all fishing tugs, boats, nets, &amp;c., employed in the Province for the year 1901.

Articles.	Values.
	\$
101 tugs, 1,891 tonnage, 489 men.	244,235
1,299 boats, 2,313 men.	84,629
2,410,627 yards gill-nets	174,514
102 seines, 18,392 yards	6,854
432 pound-nets	140,190
484 hoop-nets	11,872
33 dip-nets	137
34,315 hook and set lines	6,187
267 freezers and ice houses	58,876
60 piers and wharfs	22,287
3 machines	275
115 spears	115
50 canoes	750
Total	749,071

## APPENDIX No. 8.

## QUEBEC.

REPORT ON THE GULF OF ST. LAWRENCE DISTRICT, INSPECTOR W.  
WAKEHAM, M.D., GASPÉ BASIN, P.Q.

SOUTH SHORE DISTRICT, INSPECTOR N. LAVOIE, M.D., L'ISLET, P.Q.

INLAND DISTRICT, INSPECTOR A. H. BELLIVEAU, OTTAWA.

GASPÉ BASIN, January 2, 1902.

To the Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—I beg to submit the usual annual report, and statistics of the fisheries of the Gulf division, province of Quebec, for the year just closed. As was foreshadowed in the preliminary statement, which accompanied the report for 1900, the returns for the season of 1901 show the material increase in value over those for 1900, of \$236,096. This is due to the increased yield of the salmon, cod and mackerel fisheries—the herring and lobster fisheries show a considerable decrease—in the case of the herring this is due altogether to the roughness of the weather in the fall, when the fat herring are usually taken in gill-nets, set some distance from the shore. The decrease in the lobster pack is simply that steady and regular falling off, due to the overfishing of the last 12 years, which must be expected to continue, until some more drastic remedy has been applied. I beg to offer a few remarks on the various fisheries in the order of their importance, and to append synopses of the reports of some of the local fishery officers.

## COD.

The cod fishery began in May, fully two weeks earlier than usual, and was most abundant, on the south coast of the Gulf division, during the time of the summer fishing, which ends with August. Nothing whatever was done in the fall, as after the middle of September the weather was so continuously rough that the boats seldom ventured out, and long before the usual time for closing, at most of the larger fishing stations, they had been hauled up, and placed in security for winter. On the lower north shore, that part of the coast east of Natashquan, the early fishery in June and July was greatly hampered by the presence of field ice—for three years in succession the same thing has happened—field ice being driven in from the North Atlantic; through the Strait of Belle Isle, by continuous east winds, this ice extended as far west as Meccatina. Codfish were abundant on the shore, but it was impossible to leave the trap-nets out; after the passing of the ice the hand and line fishery was good, but by this time the Capelin run was over, and the nets did little or nothing.

## SALMON.

The salmon net fishery in Gaspé and Bonaventure counties was below the average, but the returns show an enormous yield, along the north coast, in the county of Saguenay, from Natashquan west. The catches in the estuaries of some of the larger rivers, such as Moisie, St. John and Natashquan, were unusually heavy, while some of the ordinary seacoast nets made phenomenal hauls.

2-3 EDWARD VII., A. 1903

Fishermen in Gaspé and Bonaventure give various reasons for the failure in the catch, but I fancy that the real cause was that owing to a mild winter, and a light snowfall, with a very early spring—the freshets were over early, and the fish ran right up the rivers, and did not linger in the bays, where most of the nets are set. In fact, I believe that in many places the main run had passed before the nets were set. Fish were abundant in the rivers, and the angling was good early in the season before the water got too low and clear.

## MACKEREL.

This fishery, which is now only prosecuted at the Magdalen Island, shows a considerable increase over that of any recent year, 12,424 lbs. being taken as compared with 7,951 lbs. in 1900 and 5,391 lbs. in 1899. Mackerel were abundant all season about the Islands, the price, however, was low, and the fishery though one of the best ever made, was not prosecuted with the zeal which higher prices would have developed in the fishermen, had this inducement to work been forthcoming, an even better fishery could easily have been made. A few mackerel were taken along the south shore of the Bay Chaleur, but over all the rest of the Gulf division, save at the Magdalen Islands, none whatever were seen.

## LOBSTERS.

The returns showing the pack of lobsters give a falling off in value as compared with the previous season of nearly \$40,000, only 825,171 lbs. having been packed while 1,022,106 lbs. were put up in 1900. There is a manifest disposition, on the part of the smaller operators to go out of the business. This is likely to continue, several have assured me this past season that they will not pack in 1902. For many reasons this is desirable.

At Fox Bay, Anticosti, Mr. Menier has opened that which is in all respect a model cannery, the building is large well finished, and subdivided, and is lit by electricity throughout, as are all the cook rooms, offices and outbuildings which surround it. The arrangements for boiling cracking and filling are perfect, there is about the whole establishment, an evidence of permanency, cleanness, light and order which I have not before seen in a lobster or salmon cannery. No solder is used in sealing the tins. These are punched by heavy machinery out of a single sheet of tin, while the lid is folded on automatically under great pressure. The lobster supply is furnished from both shores of the northern end of the Island. Small camps being established at regular intervals along shore, where two or three men are stationed, each having a certain number of traps to fish. A steamer calls daily, weather permitting, at each station and collects the catch, which is carried directly to the cannery wharf and landed. The lobsters are then run up by a small tramway to the boiling house. Nearly all Mr. Menier's fishermen come from Nova Scotia, while the men and girls engaged in and about the cannery come mostly from Sagueny county and Gaspé. It is Mr. Menier's intention to open next season a second cannery at or near the South Point of the Island somewhat similar to the one at Fox Bay.

## HERRING.

The catch of herring, as I have elsewhere said, shows a considerable falling off amounting in value, as compared with the previous season to the sum of about \$30,000. This, however, is not due to any exhausted condition of the herring fishery, but simply to the fact that during the season of the fat herring fishery, which extends from about the middle of September to the close of navigation in the Gulf, the weather was so rough that in many places the boats could not go out to fish the gill-nets or drift. A failure in this fishery means a great loss to the individual fisherman, and especially to the poorer class of fishermen such as are found settled on the North Coast, and along the south shore from Gaspé to Cape Chatte. The right of salmon fishing is only held



## SESSIONAL PAPER No. 22

by a few favoured individuals, mostly farmers and traders, people who have influence, and who are comparatively well off. The cod fishing is controlled and maintained by a few large firms or outfitters, who really are the main sufferers when it fails, but herring fishing is the *poor man's fishery*, each man taking, curing and exporting his own fish, so that any failure in it is felt as a direct personal loss.

The smelt fishery was hardly up to an average. The spring seal hunt on the ice gave but a small return compared with the yield of a few years ago, owing to the low price of the oil but few vessels are now fitted out for the ice in March and April.

I beg to append synopses of the report of some of the local fishery officers.

## BONAVENTURE SUBDIVISION.

*Officer George Forrest* reports the fishing generally as having been satisfactory in his district, that is the upper part of the Bay Chaleur. Spring and fall herring were abundant in some localities, but short in others. The salmon net fishing was good, as was also the angling. The summer cod fishing was poor, but late in the season the catch improved, and owing to the open fall the fishing continued right up to the end of November. The lobster fishing shows a steady decline. The fishing regulations were well observed.

## PORT DANIEL SUBDIVISION.

*Officer F. X. Chapados* reports a slight improvement in his district in the catch of salmon over the previous season. The cod fishing also shows a gain. Spring herring were taken abundantly, but the catch of fat fall herring was almost nil.

## GASPE SUBDIVISION.

*Officer Walter Langlois* reports the catch of salmon in nets in his district, which extends from Malbaie to Fame Point, as showing an increase of about 50,000 lbs. over the yield of 1900. Herring was very scarce. Cod struck early, on the 10th May, though it was the 25th before the returns began to be heavy. The fishing was good up to September, when it came to an abrupt end owing to rough weather, though the bait (squid) was abundant.

## MONTS LOUIS SUBDIVISION.

*Officer Louis Létourneau* reports only one lobster cannery as being operated in his district, and it is not the intention of the owner to open next season. Salmon struck about the 15th May and were fished up to the 15th July, the yield being good. Herring struck on the 15th April. In the eastern part of Mr. Létourneau's district, they were scarce all season; they were fairly abundant, however, further to the west, when the fishermen found that by sinking their nets in from 15 to 25 fathoms they made good hauls. Owing to the general scarcity of fat herring, the price ran up, and those who had them for sale got from \$4.25 to \$5.25 per barrel.

Cod struck on the 15th May and were abundant all the season; not for thirty years has the fishing made a better return; the price was high, and good times prevailed with the fishermen.

No mackerel was taken, and the yields of halibut and turbot, which were taken in from 50 to 80 fathoms, were small. As cod were abundant in shoal water, 20 to 30 fathoms, the fishermen did not go out into deep water. Squid were very abundant all fall; this was one of the reasons why herring were scarce or only to be caught in deep water. The season was a very dry one, and the crops suffered in consequence.

2-3 EDWARD VII., A. 1903

## GODBOUT SUBDIVISION.

*Officer N. A. Comeau* reports that salmon were unusually abundant, about double the average quantity having been taken, the catch being the highest on record. The net fishing began earlier than usual. The fish were large and the run was steady all through the season, which began on the 20th May and ended on the 10th July. Between these dates two heavy gales occurred, which caused a good deal of damage to nets and gear. Cod were also abundant all through the season, and the yield was far above the average. Herring were scarce east of Point des Monts, but plentiful further west. No mackerel were seen at any point in Mr. Comeau's district. Halibut show a slight increase. The winter seal hunt was about an average. Owing to the employment now being offered at the saw-mills and other new enterprises now being developed on the coast, the number of fishermen in the district has fallen, this is shown by a decrease in the number of men claiming the fishing bounty. The fishing regulations, and especially those regarding the Sunday close time, were well observed.

## MOISIE SUBDIVISION.

*Officer T. Migneault* reports salmon fishing as having begun on the 15th May and closed on the 20th July. The yield of this fishing amounted to slightly over 300,000 lbs., and this in spite of the fact that on the 9th and 15th June many of the sea coast fisheries were broken up and carried away by severe gales. The cod fishing was good, being 15 per cent better than in 1900, bait in the shape of squid, capelin and launce having been abundant all season. The catch of fat herring was much below the average. No mackerel were seen, and no foreign fishing vessels visited this part of the coast.

## MINGAN SUBDIVISION.

*Officer George DuBerger* reports an increase in the cod fishery at each of the stations in his district. The returns from the salmon netters show a catch which about doubled that of 1900. The lobster pack shows a considerable falling off. An arrangement has been arrived at between the Labrador Company and the resident fishermen by which the latter have acquired titles for their holding, and are allowed to cut fire wood on the Seignoiry.

## NATASHQUAN SUBDIVISION.

*Officer Scott* reports a smaller seal catch than usual. The ice was found much broken up, and the seals had taken to the water. The lobster pack has fallen off, only about one third the usual quantity having been put up. The salmon net fishing was good, the returns showing an increase of 25,000 pounds. Capelin struck the coast on the 24th May and held to the shore until the 24th July, consequently the summer cod fishery was a good one; owing, however, to rough weather, and a scarcity of bait, the fall cod fishery was a failure.

## BONNE ESPÉRANCE SUBDIVISION.

*Officer Blais* reports a good summer cod fishery after the passing of the ice; the salmon catch was below the average. The fall was exceedingly rough, four schooners having been driven ashore and wrecked during the month of October, fortunately there was no loss of life.

## MAGDALEN ISLANDS—SOUTH SUBDIVISION.

*Officer J. A. Chevrier* reports that the spring herring fishery was not a success, owing to the ice having jammed in Pleasant Bay for several weeks later than usual,



## SESSIONAL PAPER No. 22

forcing the schools of spawning herring, to go elsewhere; after the ice had gone several good hauls were made, but the great bulk of the herring had passed. The fat herring fishery in July and August was a failure. The lobster pack shows a falling off of 20 per cent as compared with 1900. There was no illegal lobster packing this season, as special guardians had been put on the lagoons.

The mackerel fishery was good, especially the summer fishery, but the prices ruled unusually low and the return to the fishermen has been small. The early cod fishery, was good, but owing to constant rough weather nothing was done in the fall. Mr. Chevrier is anxious that a cutter should be sent to the Magdalen Islands early in the season during the time of the spring herring fishery, as local fishermen are greatly hampered by the presence of so many foreign vessels, whose rapacity it is impossible for a local officer to control.

## MAGDALEN ISLANDS—NORTH SUBDIVISION.

*Officer Procul Chevrier* reports that the spring seal hunt made on the shore ice was good, 6,700 seals having been killed and hauled ashore. The spring herring catch was not as abundant as usual owing to the ice having held on shore long after the usual spawning season of the herring at the end of April. Mackerel struck about the 1st of June, and the fishery was a good one all through the season, the late or fat mackerel catch gave a return amounting to double an average fishery, but the price obtained was unusually low and the fishermen did not benefit greatly by it. The cod fishery was good, and more attention than usual was paid to it by local fishermen, the fact being that as the lobster fishery fails, more men are fitting out for the cod fishery.

Lobster packing began on the 6th May, and continued in some places up to the end of July, though many packers gave up early in that month. A few fines were imposed on fishermen for fishing in the lagoons where the setting of traps is prohibited. The lobster pack continues to show a steady decline.

The whole of the above is humbly submitted.

I have the honour to be, sir,

Your obedient servant,

W. WAKEHAM,

*Officer in charge of the Gulf Fisheries.*

REPORT ON THE FISHERIES OF THE SOUTH SHORE OF THE RIVER  
ST. LAWRENCE, FROM LEVIS TO CLAUDE RIVER, TOGETHER WITH  
REMARKS ON THE LOBSTER INDUSTRY OF GASPÉ AND BONA-  
VENTURE COUNTIES, DURING THE SEASON OF 1901, BY INSPEC-  
TOR N. LAVOIE, M.D.

L'ISLET, QUE., January 15, 1902.

To the Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—In transmitting the fishery statistics for the year 1901, of that part of my division extending from Point Lévis to Claude river, in the county of Gaspé, I beg to offer the following remarks.

The failure in almost every kind of fishing reported last year on that section of the coast extending from Lévis to l'Islet, was still more pronounced in 1901, with the single exception of bar-fish, which yielded about 3,000 lbs. more. There is a decrease in



2-3 EDWARD VII., A. 1903

sturgeon, eel, pickerel, whitefish and salmon fishing. Some stations did better than others, but on the whole, the result is far from profitable. The reason of this ill-success may be ascribed to the antiquated modes of fishing still used on this part of the coast, although it is only fair to say that boisterous weather, contrary winds, sawdust and mill rubbish had a considerable share in it.

From l'Islet to Sandy bay, fishing is considered to have been the worst experienced during the past twenty-five years. In the hope of better success and remembering the large catches of herring in past years, those fishermen who had sworn they would not set any more, went to great expenses in order to retrieve there previous losses by building new fisheries, but all this was of no avail as the herring fishery proved a complete failure in most places. The statistics show a falling off of nearly 3,000,000 lbs. Eel fishing shows a decline, and the same may be said of sardines. Salmon and trout fishing shared the same fate. The catch of sturgeon and shad amounted almost to nothing. Ten more belugas were killed at River Ouelle than in 1900.

From Sandy bay to Claude river, fishing was excellent, and prices so remunerative that the residents were amply secured against any possible wants during the winter. Most fishermen on this part of the coast are provided with engines of the most improved pattern; the number of herring gill-nets has more than doubled, and as a result, the quantity of fish caught considerably increased. In the memory of the oldest inhabitant, never were codfish seen in such abundance on this coast, especially at Méchins and Capucins. The quantity caught was simply enormous, some fishermen securing as much as 300 quintals of dry cod per boat. This abundance is ascribed to the unusually large schools of herring and squid which visited the coast, and to the non-appearance of white whales. Salmon and trout fishing were very fair. Some brush fisheries, where no salmon had been seen for years, caught as many as 100, and at stations where nets are used, the catch was double. The spawning bed; in all salmon rivers are reported crowded with breeding fish. I was informed that 208 salmon had been caught with the fly in St. Anne des Monts river, and 80 in Matane river.

#### THE LOBSTER FISHERY OF BAY DES CHALEURS AND GASPE BAY.

On comparing this year's statistics with those of 1900, there will be noticed a falling off of 87 cases, and by comparison with those of 1899, a deficit of 386 cases. True there were about 2,000 traps less than in past seasons, but this fact is not sufficient to account for the deficiency, the more so, when it is remembered that in 1880, with half the present number of canneries and about one-half less traps, the total pack reached 9,345 cases. It is exceedingly difficult to ascribe precise reasons for the ill success of this fishery in past seasons, but putting aside the influence of local circumstances, I am decidedly of the opinion that a good deal of it must be attributed to the immoderate slaughter of lobsters. To my mind, it is evident that according to the best received notions of men of science and ichtiologists, no perceptible improvement of this fishery can be looked for until some equilibrium is established between the present modes of destruction and the reproductive powers of the lobster. These shell-fish migrate regularly from deep water to shallows, in search of food and to obey the natural laws of reproduction. The number of eggs carried by a female lobster is comparatively small; their coming to maturity slow, and the growth of the young ones the same. Thus, the complete extinction of this valuable species must depend to a large extent on the greater or lesser number of traps scattered over the breeding grounds. A remedy is imperatively called for, and the packers themselves agree in saying that further restrictions are needed or the fishery is doomed. Individual opinions may differ, but every one admits that a remedy is needed. What that remedy should be, is another question. Some packers favour an entire closing up of the fishery for a longer or shorter period, but this, I apprehend, would mean sure ruin to fishermen and small packers. It might also injuriously affect local markets. Others suggest the granting of no more new licenses for five years at least, or a cessation of canning on June 10, instead of July 10. These suggestions have some good points to recommend them to favourable consideration. The bulk of operations is over by June 10, and it is between that date and the middle of July that storms are most frequent in the Bay des Chaleurs, and the greatest injury

## SESSIONAL PAPER No. 22

done traps and fishing gear. Some people favour a reduction of traps by two-thirds or three-fourths, allowing a maximum of only 250 traps to each fisherman. Lastly, others recommend the parking of female lobsters in ponds or inclosures during the months of May, June and July, where they would breed and be liberated in August. In this way, it is claimed that the eggs would be naturally hatched and a good supply of young lobsters secured. On this point, I may remark that Carleton is admirably situated for such a nursery, provided no packing is allowed there.

I have the honour to be, sir,  
Your obedient servant,

N. LAVOIE,  
*Inspector of Fisheries.*

REPORT ON THE FISHERIES OF THE WESTERN OR INLAND DIVISION  
OF QUEBEC, FOR THE YEAR 1901, BY INSPECTOR  
A. H. BELLIVEAU.

OTTAWA, February 15, 1901

To the Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—The large district under my charge comprises all that part of the province of Quebec south-west of the River Saguenay and the county of Bellechasse.

For more convenience in establishing comparisons in the yield of fisheries with those of former years, the old subdivisions are mostly adhered to, even when supervised by different officers.

While it is most difficult to secure reliable data in fishery matters in these inland districts, I have endeavoured with the assistance of the local officers, to arrive at a fair estimate of the aggregate catch of fish in each district. At any rate, I do not believe our quantities exaggerated, as in many cases, all the capture by amateur fishermen for domestic use was not included in the given statements. Some fishermen, when questioned respecting their catch of fish, have really little notion of its aggregate, while others will intentionally deceive by gross exaggeration one way or the other.

None are more surprised at the result of the computation of a weekly catch multiplied by the number of months of the fishery season than the fishermen themselves. I know of individual fishermen in Lake St. Pierre, who ship to the Montreal market over fifteen thousand pounds of fish. If it was not to distinguish the various species, it would be easy to estimate the quantities marketed by the principal fishermen. To better enable the fishermen who are willing to attempt the keeping of an authentic record, I intend to provide them with memorandum books, suitably divided for their weekly catch of the whole fishing season. Where the interested parties are illiterate, their school children could keep such records, and even if only a few would comply, it would facilitate the officer's work in computing an average for the delinquents. The former reluctance of the suspicious fisherman to furnish accurate returns, fearing an increased license fee, has recently abated, especially since statistics are requested by one government while license-fees are exacted by another,

I can only repeat that, not only the fishes in my district are steadily declining, (as it now requires more implements to apparently keep up a diminished and inferior supply of the coarser grades of fish) but their size has decreased to such an extent that it is questionable, whether most of them should not be rejected and confiscated as immature fish. A visit on any Thursday morning to the Montreal fish markets, where fishermen



2-3 EDWARD VII., A. 1903

from Yamaska and Chateauguay congregate and dispose of their week's capture in a few hours, would soon convince any one of the exactness of the above remark. There, one may see sturgeons under twelve inches in length, and other species so small that it requires several to balance one pound. So much shortsightedness on the part of the fisherman, who captures such immature specimens, should be tolerated no longer, and the impunity of those who offer them for sale should also be checked.

A regulation should be enacted fixing a limit of minimum length or weight of all the different species of fish it is thought advisable to protect. Then it would require but few lessons to teach these improvident fishermen that confiscation of their entire catch awaits the offering for sale of any kind of immature fish. This step would also lessen the prevailing tendency of steadily decreasing the size of mesh of the different fishing implements.

As all these small fish are captured alive by the use of seines or verveux (hoop nets), the harm can safely be ascribed to the small mesh of the fishing engines now used by the greedy fisherman and tolerated by the authorities, although they are mostly unlicensed. Every fisherman around Lake St. Pierre takes license for one or two hoop-nets and then uses ten, fifteen, and in some cases even fifty. This mode of verveux fishing, which, if properly regulated, has its advantages, has been greatly abused of late. The principal objection to this fishing implement is the small mesh now tolerated in its construction. While our department were issuing the said licenses, the smallest mesh mentioned was two and a half inches extension measure, but at present as there is no mention of the mesh as a condition of the license, it has dwindled down to about three quarters of an inch, through which nothing escapes. The tarring and re tarring also tends to diminish the size of these meshes. The longer the adoption of proper regulations to foster and popularize this mode of fishing is delayed, the harder they will be felt by the discontented individual who will have to submit to them sooner or later. Another objection is the way these hoop-nets are often set with long wings almost barring small channels for the purpose of capturing the parent fish returning to deep water after having spawned in the upper streams.

After having carefully examined this subject for the last three seasons, I am convinced that some stringent measures should be passed without delay and enforced after due notice is given to interested parties. These might be briefly summarized as follows :

The mesh of the wings and leaders not to be less than  $1\frac{1}{2}$  inch square and the mesh of the verveux proper  $1\frac{1}{4}$  inch square when in the water. The wings not to exceed ten or twelve feet in length. No verveux to remain set during the months of July and August. None to be ever set so as to bar the passage of fish to or from spawning grounds. Hoop-nets, improperly tarred, to be liable to seizure. Length of leaders as well as distances between each implement, to be settled by fishery officers on the spot. Finally, all such net found set without the license number or other mark of identification agreed upon, would be there and then liable to seizure and confiscation. The fishery officer should also be empowered to destroy any such confiscated article, when, in his judgment, it is better to do so, especially when these engines are of an illegal mesh.

In the inland district proper, from Quebec to the upper Ottawa, where the St. Lawrence with its enlargements known as lakes St. Pierre, St. Louis and St. François and their numerous and important tributaries form the principal waters, there has been a falling off in the aggregate value of the catch of fish of nearly \$20,000 as compared with that of the previous year.

While this decline is especially noticeable and was expected in Lake St. Louis where netting has been entirely prohibited, which would naturally diminish the total yield, but in Lake St. Pierre, fronting the counties of Yamaska and Richelieu, where the above conditions did not exist, the decrease is over 50 per cent. Notwithstanding what I have stated about immature fish and small meshed gear in this very district, I do not credit so large an actual decrease, as I am under the impression that the figures given me for the previous year were either slightly exaggerated or perhaps these incline somewhat the other way. The surplus value shown in Lake St. Francis may be attributed to the large catch of eels, especially on the Soulanges side, with night lines and even perhaps with the help of the spear. In previous years, these were not



## SESSIONAL PAPER No. 22

included in the returns, hence the apparent increase in waters where netting has been prohibited.

The Ottawa district, the most important tributary of the St. Lawrence, also indicates a betterment of about \$5,000 over last year. This is ascribed to better returns secured by the census officer in the upper waters of the county of Pontiac, where reliable data are very difficult to secure.

The little frost fish or tom cod was again scarce last year, especially in the vicinity of Three Rivers, fortunately some were taken lower down from Deschambault to Portneuf. The whole catch for that division is estimated at 20,000 bushels which is far from meeting the demand, and the supply has to be supplemented by the production of the Miramichi districts in New Brunswick.

In the other divisions, the yield of fish was an average one, with the exception of shad which seems to be steadily deserting its former haunts. The catch of that anadromous fish in my district is reckoned at less than ten thousand pounds, that is, only one-third of last year's yield, which was considered a poor season. The capture of sturgeon is also reported as much inferior to the previous one. Most of the other species such as bass, pickerel, pike and eels seem to have held their own.

In that part of my district extending from Quebec to the Saguenay, with the exception of the eel fisheries, which yielded fairly well at Isle of Orleans and Isle au Coudre, the other kinds of fish seem to be steadily falling off. A few salmon were caught in the weirs of Montmorency and Charlevoix counties.

In the Lake St. John district, the aggregate catch of the different kinds of fish exceeds that of the previous year. This may be attributed more to a careful collection of fishery statistics, than to an increased supply of fish. The local officers of that district had taken careful notes when collecting the same information for the Census bureau, and therefore these figures are more reliable than the previous ones which were more or less estimated. While only 31,000 lbs. of the famous ouananiche are reported as caught in those waters, the other kinds as pickerel, pike, perch and whitefish show fair increases as compared with the previous catch. There are a few net fishermen now licensed in Lake St. John, who somewhat increase the production of the coarse fish. The total yield of fish in this division is valued at nearly \$17,000 for the season of 1901.

Having mentioned the principal lakes of the Eastern Townships in connection with their fisheries in my last year's report, I will merely add that such an Order in Council as therein urged has been passed, prohibiting all netting in those beautiful sporting waters. This, it is hoped, will meet the approbation of all fair minded residents having at heart the protection of their attractive summer resorts.

Respectfully submitted,

A. H. BELLIVEAU,  
*Inspector of Fisheries.*

# PROVINCE OF QUEBEC—Gulf of St. Lawrence District.

RETURN Showing the Number, Tonnage and Value of Vessels, Boats, Nets, &c., and the Quantity and Value of Fish caught in the Province of Quebec, for the Year 1901.

## RESTIGOUCHE SUBDIVISION (Head of Tide to Maguasha.)

Districts.	FISHING VESSELS AND BOATS.				FISHING GEAR OR MATERIALS.						KINDS OF FISH.				
	Vessels.		Boats.		Gill Nets.			Seines.			Trawls.		Kinds of Fish.		
	Number.	Tonnage.	Men.	Value.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.			
<i>Bonaventure County.</i>															
1 Restigouche, (Quebec side).....	.....	.....	25	500	80	20	4500	\$	4000	.....	.....	.....	Salmon, fresh, lbs.	30000	50
													Herring, fresh, lbs.	10000	.....
													Herring, smoked, lbs.	.....	.....
													Mackerel, fresh, lbs.	.....	1

## BONAVENTURE SUBDIVISION (Maguasha to Paspébiac Point.)

1 Maguasha and Nouvelle.....	.....	.....	52	780	104	155	4000	3250	.....	.....	.....	.....	20000	250	5000
2 Carleton.....	.....	.....	150	2250	300	461	11000	7150	20	600	500	.....	35000	500	10000
3 Maria.....	.....	.....	130	1800	260	316	7600	5400	4	120	120	.....	50000	500	15000
4 New Richmond and Black Capes.....	.....	.....	88	1495	150	136	4100	1635	1	30	25	.....	40000	350	15000
5 Capelin.....	.....	.....	180	2500	400	650	14300	6450	9	280	220	.....	3000	700	13000
6 Bonaventure.....	.....	.....	320	4200	550	1142	20400	10525	45	1200	1100	30	15000	1500	20000
7 New Carlisle.....	.....	.....	46	650	75	80	1800	950	13	430	390	4	200	150	6000
8 Paspébiac.....	6	304	5200	34	152	4100	280	157	3140	1900	54	2100	600	550	12000
Totals.....	6	304	5200	34	1118	17775	2119	3097	66340	37260	146	4750	169800	4500	99000
													70000	5500	.....

## PORT DANIEL SUBDIVISION (Paspébiac Point to Point Macquereau.)

1 Hopetown.....	1	25	600	4	63	1890	88	80	1060	954	9	225	237	35	700	3000
2 Nouvelle.....	.....	.....	.....	.....	81	2430	147	75	1500	1200	10	250	375	25	500	4000
3 Shigawake.....	.....	.....	.....	.....	50	750	64	80	1440	1152	7	175	282	12	144	1500
4 Port Daniel.....	.....	.....	.....	.....	184	5520	274	300	6000	3600	20	530	750	120	1800	9000
5 Gascons.....	.....	.....	.....	.....	193	7720	268	400	7200	6400	16	480	720	130	2600	1000
Totals.....	1	25	600	4	571	18310	841	985	17200	13306	62	1680	2344	322	5744	18500
													43800	3030	4000	.....

## SESSIONAL PAPER No. 22

## RETURN showing the Kinds and Quantities of Fish, &amp;c.—Province of Quebec—Continued.

## RESTIGOUCHE SUBDIVISION (Head of Tide to Maguasha.)

Number.	DISTRICTS.	KINDS OF FISH.														FISH PRODUCTS.		TOTAL VALUE.	Number.
		Lobsters, pre- served in cans lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues & sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Beals, brls.	Tom Cod or Frost Fish, lbs.	Squid, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
1	Restigouche, Quebec side.	25								9000	190000		50000				200	\$ cts. 19,425 00	1

## Bonaventure County.

## BONAVENTURE SUBDIVISION (Maguasha to Paspébiac Point.)

1	Maguasha and Nouvelle.				75	2000				10000		10	3000		25	20	5000	9,197 50
2	Carteton	1200	10		80	2000				1000		5	5000		30	40	15000	17,739 00
3	Maria				90	3000		10		5000		30	3000		30	20	7000	17,281 50
4	New Richmond and Black Capes.				1515	6000	20	30		13500		10	2000		35	24	7000	16,666 50
5	Capelin.	5000	10		1500	12000	40	60	2000	10000	2000	13	3500		750	500	6000	15,702 50
6	Bonaventure	5800	10		1500	8				600	3000	5			100	50	5000	29,035 00
7	New Carlisle.		5		7200	14		200	7750	2000	45000	5			3000	1700	10000	4,435 00
8	Paspébiac.														5320	3154	71000	44,430 00
	Totals.	12000	45	19740	24	34000	210	300	9750	45100	50000	73	16500					154,527 00

## PORT DANIEL SUBDIVISION (Paspébiac Point to Point Macquereau.)

1	Hopetown	18600		1800	12		300		2000	500	8000			60	1400	200	2000	16,010 00
2	Nouvelle.			1400	6		200		2300	1000			2000	50	1150	250	2500	10,030 00
3	Shigawake	8352		800	3		50							20	500	200	2500	7,980 40
4	Port Daniel.	28280		3600	12	200			3000	2500	22000		3000	200	2500	750	2800	37,031 00
5	Gascons.	4704		5600	25		350		3500	2000	2000			500	3300	1200	500	36,910 80
	Totals.	60936		13200	58		1100		10800	6000	32000		5000	830	8850	2600	10000	108,562 20



2-3 EDWARD VII., A. 1903

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the

County

GRAND RIVER SUBDIVISION

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.								
		Vessels.			Boats.			Gill-nets.		Seines.		Trawls.				
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.
	<i>Gaspé County.</i>			\$			\$			\$			\$		\$	
1	Newport.....					155	6000	395	345	6900	1775	3	90	50	121	2200
2	Pabos.....					75	2040	155	111	2220	620	5	140	130	20	200
3	Grand River.....					123	4675	410	408	9000	2704	3	115	40	92	1765
4	Cape Cove.....					155	6838	418	396	9065	3200	8	290	235	86	1165
5	Perce and Bonaventure Island...					145	4131	263	230	4540	1900	4	130	80	18	140
6	Corner of Beach.....					30	750	62	68	2260	1152	9	180	180	2	20
7	Malbaie and Barachois.....					279	12500	284	70	3440	3320	17	800	730	.....	.....
	Totals.....					962	36933	1987	1628	37425	14671	49	1745	1445	339	5490

GASPÉ BAY SUBDIVISION

1	Point St. Peter.....	1	52	1200	10	75	1800	100	100	2700	1800	4	120	160	....	....
2	Chien Blanc to Sandy Beach.....					265	7784	212	210	6700	5000	12	500	450	....	....
3	Gaspé North and South.....					45	500	52	110	4425	3100	25	1000	975	....	....
4	Peninsula and Little Gaspé.....					70	900	90	115	3875	3154	2	40	13	....	....
5	Grande Grève to Ship Head.....					80	2050	85	75	2000	1500	7	180	195	....	....
6	Cape Rosier to Jersey Cove.....					245	4650	275	105	3279	1100	4	80	65	....	....
7	Griffin Cove.....					130	2050	220	195	3000	900	1	25	10	....	....
8	Fox River and Little Fox.....					205	3100	240	230	4500	1300	5	175	85	....	....
9	Little Cape to Echourie.....					75	920	80	65	1345	400	3	120	100	....	....
10	Point Jaune to Fame Point.....					50	460	61	30	520	150	2	80	70	....	....
	Totals.....	1	52	1200	10	1240	24214	1415	1235	32344	18404	65	2320	2123	..	....

## SESSIONAL PAPER No. 22

Quantity and Value of Fish, &amp;c., in the Province of Quebec—Continued.

of Gaspé.

(Point Macquereau to Point St. Peter).

KINDS OF FISH.															TOTAL VALUE OF ALL FISH.		Number.
Salmon, fresh, lbs.	Herring, salted, brls.	Herring, smoked, lbs.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, dried, cwt.	Hake, dried, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Squid, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	\$	cts.	
7030	155	.....	22100	6500	.....	150	150	.....	.....	9000	305	5700	950	.....	38,038	50	1
31800	87	.....	8880	3400	.....	120	20	.....	.....	13000	73	1970	450	.....	24,882	00	2
11300	975	1500	.....	10900	31	230	43	.....	.....	11600	484	8000	2680	.....	59,822	75	3
2500	369	.....	18744	11160	.....	205	.....	.....	.....	.....	298	8600	2020	.....	57,781	80	4
800	292	.....	6344	9200	.....	100	.....	.....	.....	.....	286	8500	1980	.....	46,610	80	5
23200	46	.....	7680	1580	.....	.....	.....	.....	.....	.....	72	1350	500	.....	14,123	00	6
10500	350	.....	12000	10200	.....	.....	.....	.....	.....	8000	100	7500	1700	.....	52,300	00	7
87130	2274	1500	75748	52940	31	805	213	.....	.....	41600	1618	41620	10280	870	293,558	85	

(Point St. Peter to Fame Point).

35000	80		4100					100	3500	800	19,370 00	1	
43000	250	8000	5000					100	3000	900	32,250 00	2	
25000	10					2000	75000				12,590 00	3	
10000	25	4800	1000			500			500	100	10,410 00	4	
	100		2500					75	2000	250	13,675 00	5	
	150	2000	6000	20		2000		100	4000	1000	28,360 00	6	
	70		5100	15		1800		45	4500	900	23,785 00	7	
	120		6000	50		4000		50	5000	1000	30,630 00	8	
	75		2100	10		1000		10	1500	250	9,695 00	8	
	50		1500			1200			1200	150	6,905 00	10	
113000	930	14800	33900	95		10000	2500	75000	480	25200	5350	187,670 00	

RETURN showing the Number and Values of Vessels, Boats and Fishing Materials, &c.—Province of Quebec—Continued.  
 County of Gaspé—Continued.  
 MONTS LOUIS SUBDIVISION (Fame Point to Rivière à Pierre.)

DISTRICTS.	BOATS.			FISHING GEAR OR MATERIALS.				KINDS OF FISH.										TOTAL VALUE OF ALL FISH.	Number.		
	Number.	Value.	Men.	Gill Nets.		Seines.		Salmon, fresh, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lbs.	Trout, lbs.	Squids, brls.	Fish oil, galls.			Fish as bait, brls.	Fish as manure, brls.
				Number.	Value.	Number.	Value.														
<i>Gaspé County—Con.</i>																					
1 Grand Etang .....	8	400	16	18	450	300	1	30	60	50	...	875	7	1200	...	50	800	140	...	4,350 00	1
2 St. Yvon .....	30	1200	41	68	1700	1000	...	400	150	150	...	2610	...	...	...	150	2500	500	...	13,410 00	2
3 Chloiydorne .....	40	1600	62	86	2150	1300	2	60	100	175	2000	3450	10	5000	600	250	3200	700	160	18,970 00	3
4 Petite Anse and Frigate Point .....	41	840	59	67	1675	1005	...	100	100	100	...	2080	10	1000	...	160	2000	400	...	10,760 00	4
5 Grand and Little Vallée .....	60	1530	90	112	2925	1735	1	30	40	1100	200	3275	16	3500	...	200	3100	570	...	17,213 00	5
6 Magdalen River .....	25	500	37	38	950	570	...	2500	100	...	...	900	...	2000	...	25	800	125	150	5,302 50	6
7 Manche D'Epee & Gros Mâle .....	48	650	62	60	1800	780	...	2200	275	...	...	1330	10	2000	...	50	1200	270	...	8,125 00	7
8 Anse Pleureuse & Mont Louis .....	82	2400	122	141	4070	3250	3	90	150	6300	1550	2100	15	6500	800	140	2100	550	200	18,975 00	8
6 Rivière à Pierre .....	17	300	27	30	900	600	...	2500	275	...	...	425	...	400	300	10	400	120	...	3,710 00	9
Totals .....	351	9420	516	620	16620	10560	7	210	350	17200	2875	17045	68	21600	1700	1035	16100	3375	510	100,817 50	

STE ANNE DES MONTS SUBDIVISION (Claude River to Cape Chatte.)

	BOATS.			FISHING GEAR OR MATERIALS.				KINDS OF FISH.										TOTAL VALUE OF ALL FISH.		Number.	
				Gill Nets.		Seines.												\$	cts		
	Number.	Value.	Men.	Number.	Value.	Number.	Value.	Salmon, fresh, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	LoBSTERS, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lbs.	Trout, lbs.	Squids, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.		
<i>Cape Chatte—Con.</i>																					
1 Claude River .....	24	416	36	36	800	525	...	4300	484	9600	...	465	...	4045	...	...	400	419	...	5,905 00	
2 Marsout .....	4	95	8	8	270	150	...	3000	72	1600	...	99	...	1000	...	...	200	90	...	1,565 00	
3 Martin River .....	5	50	5	4	100	100	...	600	57	1000	...	379	...	1000	...	...	300	79	...	2,062 50	
4 Cap au Renard and Anse à Jean .....	9	108	9	8	175	270	...	...	70	3600	...	138	...	400	...	...	100	15	...	960 50	
5 Ste-Anne des Monts .....	150	2700	205	200	5000	4500	...	11160	2500	2000	...	1998	...	6760	...	...	1000	750	1000	22,845 00	
6 Cape Chatte .....	80	1200	110	70	1750	1750	...	...	390	...	...	710	...	7365	4000	...	235	255	500	6,245 50	
Totals .....	272	4569	373	326	8095	7295	...	19060	3573	17800	...	3789	...	19670	4000	...	2055	1608	1500	39,583 50	



SESSIONAL PAPER No. 22

RETURN showing the Number, Tonnage and Value of Vessels, Boats and Fishing Materials, &c—Province of Quebec—Continued.

County of Gaspé—Concluded.

MAGDALEN ISLANDS SUBDIVISION—SOUTH.

Number.	FISHING VESSELS AND BOATS.										FISHING GEAR OR MATERIALS.										KINDS OF FISH.										TOTAL VALUE OF ALL FISH.	Number.
	Vessels.			Boats.			Gill Nets.			Seines.			Trap Nets.		Herring, salted, brls.	Herring, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, dried, cwt.	Halibut, lbs.	Eels, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.					
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.														Number.	Value.			
<i>Gaspé County—Con.</i>																																
1	2	25	600	8	139	5560	332	1754	35080	10524	8	1200	2500	...	2125	8000	2695	103526	3788	15	560	8000	60	4500	450	500	700	91,242	20			
2	...	...	...	7	280	14	80	1760	480	...	...	...	...	...	25	...	162	...	30	...	...	...	...	10	15	...	...	...	2,675	50		
3	...	...	...	...	216	10800	607	210	4200	1260	5	650	1750	1	500	3460	5030	4276	101712	3773	12	630	6000	40	11630	1140	700	3500	126,398	40		
Totals.....																																
2	25	600	8	362	16640	953	2044	41040	12264	13	1850	4250	1	500	5610	13000	7133	205238	7591	27	1190	14000	100	16140	1605	1200	4200	220,316	10			

MAGDALEN ISLANDS SUBDIVISION—NORTH.

1 All Right Island...	2	40	400	16	126	2520	334	663	14090	3564	...	...	...	2	1400	2306	...	4343	58032	961	...	80	...	4	5400	1237	400	2000	96,374	90
2 Grand Entry...	1	12	300	4	28	600	74	43	1290	344	...	...	...	5	1800	497	...	410	111120	246	...	25	...	8	2125	437	200	1000	34,234	60
3 Grosse Isle...	...	...	...	...	22	400	55	5	150	40	...	...	...	4	2000	175	...	386	16904	263	...	27	...	2	2131	175	150	1000	13,250	60
4 Bryon Island.....	...	...	...	...	4	125	6	4	120	30	...	...	...	1	1000	25	...	60	43728	20	...	...	...	...	5000	25	...	2500	14,488	10
5 Point Loup.....	...	...	...	...	7	140	15	7	210	56	...	...	...	...	139	...	...	92	14496	70	...	...	...	...	435	139	30	200	5,719	20
Totals.....	3	52	700	20	187	3785	484	722	15860	4034	...	...	...	12	6200	3142	...	5291	244290	1560	...	132	...	14	15091	2073	780	6700	163,966	80

2-3 EDWARD VII., A. 1903

RETURN showing the Number, Tonnage and Value of Vessels and Boats

County of

GODBOUT SUBDIVISION

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.								
		Vessels.				Boats.		Gill Nets.			Seines.			Trawls. Weirs.		
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.
				\$			\$				\$			\$	\$	\$
Saguenay County.																
1	Tadoussac.....				7	230	9	5	500	250					1	20
2	Bergeronnes.....				4	80	6	7	420	420					2	100
3	Escoumains.....				7	140	9	10	600	600					3	120
4	Mille Vaches.....				5	100	10	8	480	480					3	120
5	Portneuf.....				5	100	10	9	540	540					3	120
6	Colombiers to Sault au Cochon.....				4	80	4	4	320	320					1	40
7	Bersimis.....				7	140	8	14	700	700					4	200
8	Pointe aux Outardes.....	1	11	150	2	11	220	7	16	480	480				3	150
9	Manicouagan.....	1	20	200	2	7	140	6	4	210	210					
10	Godbout.....	1	9	120	2	26	520	23	34	1555	1545	2	120	150	1	25
11	Point de Monts.....				12	240	12	23	1090	1090	1	60	75	1	25	
12	Trinity Bay.....				22	440	19	29	1600	1600				1	25	
13	Cariboo Islands.....	1	15	175	2	28	560	22	26	1170	1170	1	45	50	1	25
14	Egg Isd. & English Point				46	920	51	30	900	900	1	60	75			
15	Pentecost to Jambons....	1	36	300	3	14	280	15	7	180	180	1	40	65		
Totals.....		5	91	945	11	205	4190	217	226	10735	10485	6	325	415	4	870

## MOISIE SUBDIVISION

1	Ste. Marguerite.....				5	350	10	8	730	700	1	35	75			
2	Carousel Island.....	1	20	300	4	4	360	8	12	845	680	1	4	90		
3	Seven Islands Bay.....	1	18	500	3	25	2500	50	15	1525	850	2	100	17		
4	Moisie.....	1	50	800	5	21	2000	60	57	5249	5200	3	125	135		
	Totals.....	3	88	1600	12	55	5150	128	92	8349	7430	7	300	475		

## MINGAN SUBDIVISION

1	River aux Graines.....				14	700	28				3	90	75			
2	Chaloupe.....				11	550	23				3	120	125			
3	Sheldrake.....				28	1400	56	1	150	75	5	300	300	2	1000	
4	Thunder River.....				49	2450	93	2	200	100	10	400	400	2	750	5
5	Dock and Rich Point.....				7	350	16				2	40	75			
6	Jupitagan.....				5	250	9	1	100	100	4	130	170			
7	Magpie.....				51	2450	145	2	200	200	10	400	400		6	72
8	St. John's River.....	1	19	200	03	61	3050	125	7	2000	1500	6	240	300		4
9	Long Point.....				24	1200	50	2	200	200	3	120	120			
10	Mingan and Romaine.....				2	125	3	3	400	300	1	36	25			
11	Equimaux Point.....	4	172	2000	34	103	5150	260	12	600	400	15	600	1400	3	600
12	LaCorneille and Watshee- shoo.....				4	250	8	4	400	300						
13	Piashter Bay.....				18	1000	30	18	360	180	2	80	60			
	Totals.....	5	191	2200	37	377	19025	846	52	4610	3355	64	2556	3450	7	172

## SESSIONAL PAPER No. 22

and the Kinds of Fish, &amp;c.—Province of Quebec—Continued.

## Saguenay,

Tadoussac to Jambons.

KINDS OF FISH.																TOTAL VALUE OF ALL FISH.		Number.	
Salmon, fresh, lbs.	Salmon, salted, brls.	Herring, salted, brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Tongues and Sounds, brls.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Sturgeon, lbs.	Squid, brls.	Coarse and Mixed Fish, brls.	Fish Oil, galls.	Fish as bait, brls.	Fish as Manure, brls.	Seal Skins, No.	\$	cts.		
24000											12	650			273		5,360	25	1
8000											13	51			17		1,662	55	3
6000											10						1,220	00	4
15000																	3,000	00	5
11000								600			14	210			70		2,408	50	6
15000							500					399			133		3,335	95	7
		15		34		350		2000						20			341	00	8
2000			3				150	1500	2200			174			58		758	70	9
42261		131		115		2000	750					173	20	15	41		9,851	85	10
21834		50		50		4050						413	5		131		5,456	95	11
39953		16		220		2200	500			7		150	40				9,337	60	12
21000		8		361		3150	200			40		275	50	15	10		6,348	50	13
14163		85		892	5	1450	350			70		500	100	35	7		7,576	85	14
500		150		352			300			10		200	50				2,313	00	15
220711	455			2027	5	13200	2750	4100	2200	127	49	3195	265	85	740		58,981	70	

## Jambons to Pigou.

4700	..	..	..	235	2	350	442	..	..	..	..	236	40	..	12	2,125	00	1
..	..	48	..	233	2	525	..	..	..	..	..	229	53	..	29	1,380	95	2
26940	..	75	229	1042	4	850	..	..	..	..	..	1084	200	100	84	10,807	00	3
253300	100	..	..	1233	3	1334	825	..	..	..	..	1315	250	75	115	58,288	65	4
284940	100	123	229	2743	11	3059	1267	..	..	..	..	2864	543	175	240	72,601	60	

## Pigou to Watsheeshoo.

..	..	..	..	725	..	2600	400	..	..	30	..	675	36	50	7	3,610	25	1
..	..	..	..	870	4	4350	550	..	..	28	..	865	43	50	5	4,477	25	2
..	11	..	..	3838	..	900	600	..	..	40	..	3820	291	100	7	17,468	25	3
..	16	..	..	3550	11	8150	1000	..	..	45	..	3300	277	150	10	17,138	00	4
..	12	..	..	1170	..	1700	800	..	..	31	..	824	58	25	8	5,590	70	5
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	6
9600	..	..	..	3800	5	3750	600	..	..	45	..	3827	300	150	9	19,469	35	7
73042	..	..	..	4850	7	7900	2500	..	..	50	..	4833	500	200	13	37,634	55	8
..	12	..	..	2050	..	6000	..	..	..	30	..	2100	200	75	17	10,088	75	9
12000	..	..	..	52	..	100	2600	..	..	2	..	500	10	..	150	3,178	50	10
..	3	160	7200	6130	7	600	..	..	..	60	..	6000	750	100	350	30,427	50	11
..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	12
..	42	..	5700	100	..	1000	..	..	..	..	..	150	20	..	30	2,382	50	12
..	..	..	2160	60	..	300	..	..	..	..	..	180	50	..	30	868	50	13
94642	96	160	15060	27195	34	36050	9750	..	..	361	..	27074	2535	900	636	152,334	10	



2-3 EDWARD VII., A. 1903

RETURN showing the Number, Tonnage and Value of Vessels, Boats

NATASHQUAN SUBDIVISION

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.					
		Vessels.			Boats.			Gill Nets.		Seines.		Trap Nets.	
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Number.	Fathoms.	Number.	Fathoms.	Number.	Value.
							\$						\$
1	Watsheeshoo				7	300	7						
2	Pashasheebco				7	300	13						
3	Agwanus				26	3600	60	25	500	380	4	200	200
4	Mission Island				3	80	3						
5	Natashquan	3	100	2000	15	65	6000	72	90	1700	1400	8	400
	Totals	3	100	2000	15	108	10280	155	115	2200	1780	12	600

ROMAINE SUBDIVISION

1	Kegashka				10	500	18	10	500	300	3	120	100	
2	Washeecootai				2	50	2	6	300	200				
3	Romaine				10	350	9	10	600	400	2	80	75	1
4	Coacoachoo				12	500	20	3	250	200	1	40	40	1
	Totals				34	1400	49	29	1650	1100	6	240	215	2

ST. AUGUSTIN SUBDIVISION

1	Wolf Bay				5	400	6	3	120	100	1	40	50	
2	Etamamu				2	100	2	5	500	400				
3	St. Mary's Islands				6	300	6	4	400	300				
4	Harrington				50	3000	100	30	1500	1000	12	1500	750	6
5	Little Meccatina				10	500	15	5	500	400	2	200	200	3
6	Whale Head				30	600	30	20	2000	750	3	300	250	6
7	Mutton Bay				60	1200	96	28	2500	1000	13	1600	800	8
8	Old Port and La Tabatiere				25	1500	50	20	2000	1000	12	1400	750	4
9	Big Meccatina				20	750	25	10	1000	700	3	300	300	3
10	Fonderie à Pectau to St. Augustin				30	600	45	25	3000	1500	3	120	120	
11	Point à Giroux to Canso				10	300	8	10	1000	500	2	80	80	2
12	Chicatica				5	100	6	3	500	250	1	40	40	2
	Totals				253	9350	389	163	15020	7900	52	5580	3340	34

## SESSIONAL PAPER No. 22

## and Kinds of Fish, &amp;c.—Province of Quebec—Continued.

(Watsheeshoo to English Point).

KINDS OF FISH.													TOTAL VALUE OF ALL FISH.	Number.
Salmon, fresh, lbs.	Salmon, smoked, lbs.	Salmon, salted, brls.	Herring, salted brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lbs.	Trout, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Seal skins, number.	
													\$ cts.	
.....	1440	.....	.....	4080	.....	.....	.....	250	.....	.....	.....	.....	1,129 00	1
.....	.....	.....	.....	3900	.....	.....	.....	.....	.....	.....	.....	.....	780 00	2
.....	.....	24	.....	.....	2000	.....	.....	.....	.....	.....	2200	250	9,445 00	3
.....	.....	.....	.....	1440	.....	.....	.....	.....	.....	.....	.....	.....	288 00	4
70000	.....	10	90	.....	6200	.....	.....	400	.....	.....	6200	600	42,335 00	5
70000	1440	34	90	9420	8200	.....	.....	650	.....	.....	8400	850	53,977 00	

(English Point to Coacoachoo).

.....	.....	10	10	2400	700	.....	1200	1000	.....	.....	550	100	25	4,036 25	1
.....	.....	8	.....	.....	.....	.....	.....	1500	.....	.....	.....	.....	.....	270 00	2
.....	.....	12	15	1500	300	.....	.....	1200	.....	.....	250	50	30	2,047 50	3
.....	.....	3	10	9600	300	.....	.....	300	.....	.....	245	250	15	3,702 25	4
.....	.....	33	35	13500	1300	.....	1200	4000	.....	.....	1045	400	70	10,056 00	

(Coacoachoo to Chicatica).

.....	.....	5	10	2880	25	.....	.....	.....	.....	.....	200	10	60	941 00	1
.....	.....	14	.....	.....	.....	.....	.....	1000	.....	.....	.....	.....	.....	410 00	2
.....	.....	5	.....	1000	50	.....	.....	700	.....	.....	500	10	150	897 50	3
.....	.....	.....	75	4800	4000	.....	.....	.....	.....	.....	3000	500	60	18,985 00	4
.....	.....	6	.....	480	500	.....	.....	.....	.....	.....	400	50	.....	2,381 00	5
.....	.....	20	.....	14400	1000	.....	.....	800	.....	.....	1200	200	100	8,045 00	6
.....	.....	25	40	500	4500	.....	.....	.....	.....	.....	4000	550	175	20,878 75	7
.....	.....	15	25	.....	700	.....	.....	.....	.....	.....	4500	70	950	5,767 50	8
.....	.....	5	250	500	1000	.....	.....	.....	.....	.....	1250	150	150	5,962 50	9
.....	.....	50	.....	.....	150	.....	.....	5000	.....	.....	700	25	200	2,347 50	10
.....	.....	12	.....	2500	120	.....	.....	2000	.....	.....	300	20	75	1,573 75	11
.....	.....	6	25	400	300	.....	.....	.....	.....	.....	250	60	10	1,647 50	12
.....	.....	163	425	27960	12345	.....	.....	9500	.....	.....	16300	1645	1930	69,837 00	

2-3 EDWARD VII., A. 1903

RETURN showing the Number, Tonnage and Value of Vessels, Boats  
BONNE ESPERANCE SUBDIVISION

Number.	DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.										
		Vessels.				Boats.		Gill Nets.			Seines.		Trap Nets.	Trawl.				
		Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.		
				\$			\$				\$		\$		\$		\$	
1	Rocky Bay and Lydias Cove				6	270	8	7	210	140	1	35	75	2	500			
2	Old Fort—Burnt Island..	1	22	800	3	28	1375	39	4	200	100	3	105	210	7	2750	4	24
3	Bonne Esperance.....	1	99	3000	8	59	2950	82	18	900	900	4	350	150	16	6400		
4	Pidgeon Island and St. Pauls River.....	2	77	2300	11	12	550	11	16	800	600	2	120	150	4	1600		
5	Stick Pt. and Gruchys Pt.					15	750	30	4	200	100	2	100	155	3	1200		
6	Salmon Bay.....				30	1375	40	2	100	40	8	400	600	8	3200			
7	Little Fishery and Five Leagues.....				10	425	15	4	200	100	2	75	150	2	700			
8	Middle Bay and Belles Amours.....				18	900	36	1	50	25	2	75	150	2	800			
9	Bradore.....				38	980	70				7	535	1100	19	7600	2	12	
10	Longue Pointe.....				25	1000	40				1	50	75	7	2800			
11	Greenly Island.....				30	1500	60				4	400	1800	6	2400	30	300	
	Totals .....	4	198	6100	22	271	12075	431	56	2660	2005	36	2245	4615	76	29950	36	336

ANTICOSTI

1	Baie Ste Claire .....				13	520	20	15	300	150	2	100	80		
2	Strawberry Cove....				16	640	33	25	500	250	2	100	75		
3	Shallop Creek.....				2	50	2	3	170	100					
4	Fox Bay.....				18	360	20	15	600	300	3	150	100	4	2000
	Totals .....				49	1570	75	58	1570	800	7	350	255	4	2000



## SESSIONAL PAPER No. 22

## and Kinds of Fish, &amp;c.—Province of Quebec—Continued.

(Chicatica to Blancs Sablons).

KINDS OF FISH.													TOTAL VALUE OF ALL FISH.	Number.
Salmon, fresh, lbs.	Salmon, smoked, lbs.	Salmon, salted, brls.	Herring, salted, brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Halibut, lbs.	Trout, lbs.	Squid, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.	
.....	.....	15	40	.....	192	.....	.....	600	.....	395	30	.....	100	1,501 50 1
.....	.....	2	.....	.....	1721	.....	.....	2000	.....	1630	100	.....	75	7,846 75 2
.....	.....	20	.....	.....	9000	.....	.....	.....	.....	8250	300	.....	.....	39,225 00 3
.....	.....	44	36	.....	1160	.....	.....	800	.....	1100	100	.....	.....	6,004 00 4
.....	.....	9	28	.....	1000	.....	.....	600	.....	930	100	.....	.....	4,760 00 5
.....	.....	10	40	.....	3117	.....	.....	.....	.....	2990	200	.....	25	14,006 25 6
.....	.....	6	.....	.....	547	.....	.....	300	.....	500	50	.....	.....	2,533 00 7
.....	.....	5	57	.....	1694	.....	.....	100	.....	1640	102	.....	.....	7,731 00 8
.....	.....	5	14	.....	5792	.....	.....	600	.....	5925	350	.....	195	25,905 25 9
.....	.....	1	15	.....	1300	.....	200	100	.....	1265	100	.....	285	6,190 75 10
.....	.....	2	.....	.....	5000	.....	.....	.....	.....	4280	375	.....	.....	21,876 50 11
.....	.....	119	230	.....	30529	.....	200	5100	.....	28905	1805	.....	680	137,580 00

## ISLAND.

.....	.....	50	.....	500	.....	3000	.....	.....	.....	250	100	100	.....	2,775 00 1
.....	.....	50	.....	600	.....	2800	.....	.....	.....	300	100	100	.....	3,170 00 2
.....	.....	10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	150 00 3
.....	.....	.....	14400	.....	.....	.....	.....	.....	.....	.....	2000	.....	.....	31,800 00 4
.....	.....	10	100	14400	1100	.....	5800	.....	.....	550	2200	200	.....	37,895 00



## SESSIONAL PAPER No. 22

RECAPITULATION, Showing the Number of Vessels and Boats, Nets, &c., Gulf Division, Province of Quebec—*Con.*

## COUNTY OF SAGUENAY.

FISHING VESSELS AND BOATS.										FISHING GEAR OR MATERIAL.																								
Vessels,					Boats.					Gill Nets.					Seines.					Trap Nets.					Trawls.					Weirs.				
Number.		Tonnage.		Value.		Men.		Number.		Value.		Men.		Number.		Fathoms.		Value.		Number.		Fathoms.		Value.		Number.		Value.		Number.		Value.		
Number.		Tonnage.		Value.		Men.		Number.		Value.		Men.		Number.		Fathoms.		Value.		Number.		Fathoms.		Value.		Number.		Value.		Number.		Value.		
1	Godbout	5	91	945	11	205	4190	217	226	10735	10485	6	325	415	4	100	20	870	1															
2	Moisie	3	88	1600	12	55	5150	128	92	8349	7430	7	300	475																				
3	Mingan	5	191	2200	37	377	19025	846	52	4610	3355	64	2556	3450	7	2350	15	172	2															
4	Natashquan	3	100	2000	15	108	10280	155	115	2200	1780	12	600	600																				
5	Romaine					34	1400	49	29	1650	1100	6	240	215	2	800																		
6	St. Augustin					253	9350	389	163	15020	7900	52	5580	3340	34	13600																		
7	Bonne Esperance	4	198	6100	22	271	12075	431	56	2660	2005	36	2245	4515	76	29950	36	336	7															
8	Anticosti					49	1570	75	58	1570	800	7	350	255	4	2000	5	100	6															
Totals		20	668	12845	97	1352	63040	2290	791	46794	34655	190	12196	13365	123	48700	60	708	20	870														
GRAND TOTAL FOR GULF DIVISION.																																		
1	County of Bonaventure	7	329	5800	38	1714	36585	3040	4052	88040	54566	208	6430	6799																				
2	" Gaspé	6	129	2500	38	3374	95561	5728	6385	113384	67228	134	6125	8168	13	6700																		
3	" Saguenay	20	668	12845	97	1352	63040	2290	791	46794	34655	190	12196	13365	123	48700	60	708	20	870														
Grand total		33	1126	21145	173	6440	195186	11058	11428	248218	156449	532	24751	28832	136	55400	840	13182	20	870														



RECAPITULATION.  
Showing the Number of Vessels and Boats, Nets and Fishing Materials, &c.—Gulf Division, Province of Quebec—Continued.  
COUNTY OF BONAVENTURE—Continued.

DIVISIONS.	FISHING GEAR OR MATERIALS— <i>Con.</i>				LOBSTER PLANT.				OTHER FIXTURES USED IN FISHERIES.						VALUE OF WHOLE FISHING GEAR.	Number.		
	Smelt Nets Hand Lines.				Traps.				Freezers and Ice Houses		Smoke and Fish Houses.		Piers and Wharfs.				Tugs Steamers and smacks	
	Number.		Value.		Number.		Value.		Number.		Value.		Number.				Value.	
1 Restigouche	20	1800	3110	1555	3	1300	2900	1650	36	33	2225	343	19755	2	10000	1	150	6,300
2 Bonaventure	3	180	4250	1275	9	2200	10700	5700	164	11	2200	132	4750	1	150	1	150	102,215
3 Port Daniel	23	1980	7360	2830	12	3500	13600	7350	200	44	4425	474	24505	2	10000	1	150	56,739
Totals																		165,274

COUNTY OF GASPÉ—Continued.																
1 Grand River	1	20	4101	1544	14	4700	14600	5830	229	16	1920	157	44730	4	3500	120,783
2 Gaspé Bay			3400	1130	7	2300	2900	1150	36	3	1500	54	25300	20	12300	90,021
3 Mont Louis			1025	2000	1	1000	2000	1000	6	10	1400	9	3700	2	1000	30,430
4 Ste. Anne de Monts			682	682						5	30					12,576
5 Magdalen Island			1995	566	22	10245	40490	24280	517	11	5000			10	9500	84,145
6 " North			990	449	61	19805	38030	22246	836					19	8600	66,540
Totals	1	20	12193	6367	105	38050	98020	54506	1624	45	9850	220	73930	55	35100	404,495

## SESSIONAL PAPER No. 22

## RECAPITULATION.

Showing the Number of Vessels and Boats, Nets and Fishing Materials, &c.—Gulf Division, Province of Quebec—Continued.

## COUNTY OF SAGUENAY—Continued.

DIVISIONS.	FISHING GEAR OR MATERIALS— <i>Con.</i>				LOBSTER PLANT.				OTHER FIXTURES USED IN FISHERIES.						VALUE OF WHOLE FISHING GEAR.	Number.				
	Smelt Nets		Hand Lines.		Canneries.		Traps.		Number of hands employed.		Freezers and Ice Houses		Smoke and Fish Houses.				Piers and Wharfs.		Tugs, Steamers and smacks.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number of hands employed.	Number.	Value.	Number.	Value.	Number.			Value.	Number.	Value.	
		\$		%		%		%		%		%		%				%		%
1	Godbout...	1	40	324	107	1	25	100	50	3	53	1325	29	1350	1	250	1	600	20,677	
2	Moisie...			224	51			100	3000	39	1	550	45	3000	1	400			18,731	
3	Mingan...			2221	1112	7	900	3000	1500	28	2	1000	119	26650	9	3100			64,814	
4	Natashquan...			240	120	5	950	2500	1250	26			56	7000	19	3700			27,680	
5	Romaine...			70	35	3	500	1600	800	61			9	200	7	125			5,175	
6	St. Augustin...			910	455	17	1825	5900	2950				109	7550	58	4440			51,410	
7	Bonne Esperance...	*156	*5935	1740	537								54	4650	74	10725			76,928	
8	Anticosti...			172	75	1	3000	4000	2000	40	1	300	4	900	2	1300	1	7000	19,300	
Totals		157	5975	5901	2492	34	7200	17100	8550	197	57	3175	425	51300	171	24040	2	7600	284,715	

## GRAND TOTAL FOR GULF DIVISION.

1	County of Bonaventure.....	23	1980	7360	2830	12	3500	13000	7350	200	44	4425	474	24505	2	10000	1	150	165,274 00
2	" " Gaspé.....	1	20	12193	6367	105	38050	98020	54306	1624	45	9850	220	73930	55	35120	6	825	404,495 00
3	" " Saguenay.....	157	5975	5901	2492	34	7200	17100	8550	197	57	3175	425	51300	171	24040	2	7600	284,515 00
	Grand total.....	181	7975	25454	11689	151	48750	128720	70406	2021	146	17450	1119	149735	228	69140	9	8575	854,284 00

\* Seal nets.

RECAPITULATION.  
Showing the Kinds, Quantity and Value of Fish caught in the Gulf Division, Prov. of Quebec, for the year 1901—Continued.  
COUNTY OF BONAVENTURE—Continued.

Number.	Divisions.	KINDS OF FISH.												Number.		
		Salmon.			Herring.		Mackerel.		Lobsters.		Cod.		Haddock.		Hake, dried, cwt.	Number.
		Fresh, lbs.	Smoked, lbs.	Salted, brls.	Salted, brls.	Fresh, lbs.	Smoked, lbs.	Fresh, lbs.	Preserved, in cans, lbs.	Fresh in shell, cwt.	Dried, cwt.	Tongues and soundes, brls.	Fresh, lbs.	Dried, cwt.		
1	Restigouche	30000			50	10000				25					1	1
2	Bonaventure	169800			4300	99000	70000	5500	12000	45	10740	24	34000	210	300	2
3	Port Daniel	43800			3030	4000	18500		60935		13200	58		1100		3
	Totals	243600			7580	11300	88500	5500	72935	70	23940	82	34000	1310	300	

COUNTY OF GASPE—Continued.												Number.					
												Grand River		Gaspe Bay		Mont Louis	
1	Grand River	87130			2274		1500					31	52940	805	213	1	1
2	Gaspe Bay	113000			930	14800						68	33900	95		2	2
3	Mont Louis	17200			2875	17800						27	17045			3	3
4	Ste. Anne des Monts	19060			3573	13000						27	3780	1190		4	4
6	Magdalen Islands				5610							27	7591	132		5	5
6	" North				3142								1560			6	6
	Totals	236390			18404	30800	1500		12424		116825	126		2222	213		



## SESSIONAL PAPER No. 22

## RECAPITULATION.

SHOWING the Kinds, Quantity and Value of Fish caught in the **Gulf Division, Prov. of Quebec**, for the Year 1901—*Continued.*  
**COUNTY OF SAGUENAY—Continued.**

DIVISIONS.		KINDS OF FISH.										Number.			
		Salmon.			Herring.		Mackerel.		Lobsters.		Cod.		Haddock.		
		Fresh, lbs.	Smoked, lbs.	Salted, brls.	Fresh, lbs.	Smoked, lbs.	Fresh, lbs.	Salted, brls.	Preserved, in cans, lbs.	Fresh in shell, cwt.	Dried, cwt.	Tongues and sounds, brls.	Fresh, lbs.	Dried, cwt.	Hake, dried, cwt.
1	Godbout.....	220711	.....	.....	455	.....	.....	.....	.....	.....	3027	5	.....	.....	1
2	Moisie.....	284940	.....	100	123	.....	.....	.....	229	.....	2743	11	.....	.....	2
3	Mingan.....	94642	.....	96	160	.....	.....	.....	15060	.....	27195	34	.....	.....	3
4	Nataashquan.....	70000	1440	34	90	.....	.....	.....	9420	.....	8200	.....	.....	.....	4
5	Romaine.....	.....	.....	33	35	.....	.....	.....	13500	.....	1300	.....	.....	.....	5
6	St. Augustin.....	.....	.....	163	425	.....	.....	.....	27960	.....	12345	.....	.....	.....	6
7	Bonne Esperance.....	.....	.....	119	230	.....	.....	.....	.....	.....	30529	.....	.....	.....	7
8	Anticosti.....	.....	.....	10	100	.....	.....	.....	144000	.....	1100	.....	.....	.....	8
Totals.....		670293	1440	555	1618	.....	.....	.....	210169	.....	85439	50	.....	.....	.....
GRAND TOTAL FOR GULF DIVISION.															
1	County of Bonaventure.....	243600	.....	.....	7580	113000	88500	5500	.....	.....	.....	82	34000	1310	300
2	" Gaspé.....	236390	.....	.....	18404	30800	1500	.....	542066	.....	116825	126	.....	2222	213
3	" Saguenay.....	670293	1440	555	1618	.....	.....	.....	210169	.....	85439	50	.....	.....	.....
(Grand totals.....		1150283	1440	555	27602	143800	90000	5500	825171	70	226204	258	34000	3532	513



KINDS OF FISH—Continued.														
DIVISIONS.	GRAND TOTAL FOR GULF DIVISION.												TOTAL VALUE.	
	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Sturgeon, lbs.	Eels, brls.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.		
Number.													Number.	
1	Godbout.....	13200	2750	4100	2200			127	49	3195	265	85	740	58,981 70
2	Moisie.....	3033	1267							2864	543	175	240	72,601 60
3	Mingan.....	36050	9750					361		27074	2535	900	636	152,334 10
4	Natashquan.....		650							8400	850		220	53,977 00
5	Romaine.....	1200	4000							1045	400		70	10,056 00
6	St. Augustin.....		9500							16300	1645		1930	69,837 00
7	Bonne Esperance.....	200	5100							28405	1805		680	137,580 00
8	Anticosti.....	5800								550	2200			37,895 00
	Totals.....	59509	33017	4100	2200			488	49	88333	10243	1360	4516	593,262 40
1	County of Bonaventure.....	20550	60100	272000				73		14170	5754	81290		282,514 20
2	" Gaspé.....	65270	8200	116600				114		116206	24291	48600	10900	1,005,912 75
3	" Saguenay.....	59509	33017	4100	2200			488	49	88333	10243	1360	4516	593,262 40
	Grand total.....	145329	101317	392700	2200			187	49	218709	40288	87420	15416	1,881,689 35



2-3 EDWARD VII., A. 1903

## RECAPITULATION.

STATEMENT showing the Yield and Value of Fisheries of the Gulf Division, P.Q.,  
for the Season of 1901.

Description.		Quantity.	Price.		Value.
			\$	cts.	\$ cts.
Salmon, fresh in ice	Lbs.	1,150,283	0	20	230,056 60
" smoked	"	1,440	0	20	288 00
" salted	Brls.	555	15	00	8,325 00
Herring	"	27,602	4	00	110,408 00
" fresh	Lbs.	143,800	0	01	1,438 00
" smoked	"	90,000	0	02	1,800 00
Mackerel, fresh	"	5,500	0	12	660 00
" salted	Brls.	12,424	15	00	186,360 00
Lobsters, canned	Lbs.	825,171	0	20	165,034 20
" fresh (or alive)	Cwt.	70	5	60	350 00
Cod, salted	"	226,204	4	00	904,816 00
" tongues and sounds, salted	Brls.	258	10	00	2,580 00
Haddock, fresh	Lbs.	34,000	0	03	1,020 00
" salted	Cwt.	3,532	3	00	10,596 00
Hake	"	513	2	25	1,154 25
Halibut	Lbs.	145,329	0	10	14,532 90
Trout	"	101,317	0	10	10,131 70
Smelts	"	392,700	0	05	19,635 00
Sturgeon	"	2,200	0	06	132 00
Eels	Brls.	187	10	00	1,870 00
Tommy cod	Lbs.	71,500	0	05	3,575 00
Squid	Brls.	4,451	4	00	17,804 00
Coarse and mixed fish	"	49	2	00	98 00
Fish oils	Galls.	218,709	0	30	65,612 70
Fish as bait	Brls.	40,288	1	50	60,432 00
Fish as manure	"	87,480	0	50	43,710 00
Seal skins	No.	15,416	1	25	19,270 00
Total value for 1901					1,811,689 35
" " 1900					1,645,592 65
Increase for 1901					236,096 70

## SESSIONAL PAPER No. 22

## RECAPITULATION

SHOWING Number of Men, Vessels and Boats, and Value of Material Employed in  
Gulf Division Fisheries, Season of 1901.

Description.	Value.
	\$ cts.
33 vessels of 426 tons, manned by 173 men.....	21,145 00
6,440 boats fished by 11,058 men.....	195,186 00
248,218 fathoms gill net.....	156,449 00
532 seines of 24,751 fathoms.....	28,332 00
136 trap nets.....	55,400 00
840 trawls.....	13,182 00
20 weirs.....	870 00
181 smelt nets.....	7,975 00
25,454 hand lines.....	11,689 00
151 lobster canneries employing 2,021 hands....	48,750 00
128,720 lobster traps.....	70,406 00
146 freezers and ice houses.....	17,450 00
1,119 smoke and fish houses.....	149,735 00
228 piers and wharfs.....	69,140 00
9 smacks and tugs.....	8,575 00
Total value.....	854,284 00

2-3 EDWARD VII., A. 1903

RETURN of the Number of Fishermen, the Number of Boats, Nets, &c., and the  
Cape Chat to Point Lévis,

FISHING MATERIAL.														
Number.	DISTRICTS.	Boats.			Gill Nets.			Night Lines.		Brush or Eel Weirs.		Salmon, lbs.	Shad, lbs.	Herring salted, bbls.
		Number.	Tonnage.	Value.	Number.	Fathoms.	Value.	Number Hooks.	Value.	Number.	Value.			
1	Capucins	15	230	18	10	275	250	40	40					126
2	Petits Mechins	21	315	31	18	450	220	70	70					140
3	Grands Mechins	23	345	30	34	860	510	75	75			3000		190
4	Grosses Roches and vicinity	33	296	36	30	750	750	85	85					130
5	Ste. Félicité	50	550	50	60	684	600	100	100	5	200			100
6	Matane	19	278	19	3	165	80	26	28	12	610	7200		532
7	Rivière Blanche	24	390	24	26	206	295	32	32					447
8	Sandy Bay	100	1200	110	110	2290	2234	40	40			80		1254
9	Métis	7	70	7	3	75	30			25	350	355		90
10	Ste. Flavie	13	139	13	2	50	30			9	430	720		92
11	Ste. Luce	5	64	5	21	400	260	2	5			1605	15	10
12	Rimouski	25	440	25						17	2700	7255		
13	Rivière Hatée and vicinity	6	100	6						4	180	455	600	5
14	Bic and vicinity	2	25	2						17	800	350	600	4
15	St. Simon and St. Fabien			11						11	100	750		15
16	Trois Pistoles	4	50	8						9	200	120	1000	10
17	Isle Verte	65	735	75						33	2800	3690	1945	25
18	Cacouna	15	140	15						12	825	443	430	20
19	Rivière du Loup and Notre Dame	8	96	8						11	500	2700		
20	St. Germain and St. André	2	25	4						13	600	45	5	5
21	Kamouraska	2	25	4						9	1065	225	950	
22	St. Denis			9						9	160	950	750	6
23	Rivière Ouelle	16	72	34						18	1250	2250		
24	Ste. Anne Lapocatière	6	150	8						16	1000			
25	St. Roch			11						11	600			
26	St. Jean Port Joli			25						25	350			
27	L'Islet	4	93	2						8	305			
28	Cap St. Ignace			16	6	210	32			16	770			
29	Montmagny	2	18	2	4	80	50			13	1540	30		
30	Berthier	10	75	10	4	110	15			51	2400	65		
31	St. Valier	8	74	12						6	6380	1465	240	
32	St. Michel	11	83	11						6	2800	565	325	
33	Beaumont	6	45	6						6	2700	925	650	
34	St. Joseph de Lévis	13	65	13						8	3200	1255	810	
35	St. Nicholas	2	18	2						1	400	200	200	
36	Crane, Gcose and Canoe Islands.									7	740			
Totals		517	6206	662	331	6605	5356	470	473	388	35955	36698	8520	3201
Values		\$										7339	511	12804

In No. 14 add 7 seals. In No. 19 add 18 seals. In No. 23 add 28 white whales at \$4 and 2,110 galls.



## SESSIONAL PAPER No. 22

Quantity of Fish caught on the South Shore of the St. Lawrence River from Province of Quebec, for the Year 1901.

KINDS OF FISH.														TOTAL VALUE OF ALL FISH.		Number.
Herring, fresh, lbs.	Herring smoked, lbs.	Whitefish, lbs.	Bass, lbs.	Pickarel, lbs.	Cod, cwt.	Halibut, lbs.	Sturgeon, lbs.	Eels, lbs.	Sardines, brls.	Fish oil, galls.	Mixed and coarse fish, lbs.	Fish as bait, brls.	Fish as manure, brls.	\$	cts.	
6000					96	100				18	100	9000		14,464	40	1
3000					94	652				60	500	5200	12	8,860	20	2
3000					105	700				120	50	75	20	2,039	00	3
5000					220	881				110	80	7100		12,221	90	4
9000	600				130	450				100	200	79		1,217	50	5
2400	1800				95	4230			6	225	180	78	30	4,650	30	6
20200	1300				46	1000				12	100	20		2,334	60	7
5000	1100				45	5670			8	10	15	30		5,923	15	8
287700	1200								35		900			3,446	00	9
3000									2		1000			558	00	10
56000									46		3700			1,096	90	11
145400	3900								164		28880			3,763	80	12
23200	5000								11					512	00	13
9200	4000								31					395	75	14
175								5200						523	75	15
28200	2500								6		2500			499	00	16
27965	2000								125		2300			1,674	35	17
15800	600								4000	937	18250			3,597	90	18
400	5000					650			4100	50	2500			1,126	50	19
3000	3000					225			2005	175	14075			918	85	20
84000	1000					2600			435	132	4075			1,580	85	21
2400									5400	450	600			1,963	00	22
							1000			250	2110	4000		2,045	00	23
								2800			175			169	75	24
								4400			200			266	00	25
								11400			200			686	00	26
								6600			1300			409	00	27
								9800			3000			623	60	28
			5420	100		3200		6120			7400			1,077	80	29
			6005	500		1800		30400			4050			2,490	90	30
		1600	5200	230		4250		30835			4050			3,008	50	31
		660	2250	1065		5150		25100			2200			2,255	55	32
		1600	2300	2500		3500		33800			3900			2,938	00	33
		400	3500	3700		3100		54000			3600			4,258	60	34
		600	400	400		400		6000			2400			560	00	35
								17200			1000			1,567	00	36
740040	33000	4860	25075	8605	831	13683	25875	259595	2428	2765	117690	21582	62			
7400	660	389	2006	430	3324	1368	1552	15576	7284	830	1177	32373	31	95,923	40	

of oil at 30c. In No. 36 include 50 brls. bar fish, \$500; and 20 seals, \$25.

2-3 EDWARD VII., A. 1903

RETURN of the Number of Boats, Nets, &c., and the Quantity and Value of Fish in  
Province of Quebec,

Number.	DISTRICTS.	FISHING MATERIAL.										
		Boats.			Gill Nets.			Seines.			Hoop Nets.	
		Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.
		\$		\$		\$		\$		\$		\$
1	Nicolet County.....	60	450	60	25	510	75	27	540	180	12	110
2	Yamaska County..	65	700	75				20	600	500	670	3350
3	Richelieu County.....	51	460	62				14	420	400	210	1050
4	Richelieu River*	90	1420	120				60	1540	1310	105	2450
5	Vercheres County.....	54	500	58				10	300	275	12	60
6	Chambly County.....	31	250	35				9	285	250		
7	Laprairie County.....	5	60	10				4	120	100		
8	Lake St. Louis and tributaries.....	70	1050	70	40	600	250	20	400	200		
9	Lake St. Francis and tributaries.....	60	920	60	2	110	20	6	110	75		
10	Ottawa River and tributaries.....	175	1550	210	150	3100	540	35	325	175	1	60
11	Lake Two Mountains..	80	870	55	200	2400	500	2	75	35	5	30
12	Terrebonne and L'Assomption.....	50	600	55	2	60	30	25	600	500	15	75
13	Berthier County.....	43	450	50				8	280	250	480	1440
14	Maskinonge County.....	40	500	45				1	25	30	90	200
15	St. Maurice to Portneuf†	76	760	80	45	1420	700	40	1200	800		
16	Lakes and streams in eastern townships.....				Angling, trolling and night lines.							
17	Missisquoi Bay and vicinity.....	10	100	35				14	1200	700		
	Totals.....	960	10640	1080	464	8200	2115	295	8020	5780	1600	8825
	Values.....\$											

\* In No. 4 add 8 eel weirs valued at \$40,000.

† In No. 15 add 21,500 bushels of tom cod valued at \$10,750.

## SESSIONAL PAPER No. 22

the Inland Districts extending from Quebec City to Pontiac, inclusive, in the for the Year 1901.

KINDS OF FISH.											TOTAL VALUE.	Number.
Shad, lbs.	Whitefish, lbs.	Trout, lbs.	Bass, lbs.	Pickereel, lbs.	Pike, lbs.	Maskinonge, lbs.	Sturgeon, lbs.	Eels, lbs.	Perch, lbs.	Mixed and coarse fish, lbs.		
											\$ cts.	
1500	1000		2500	20000	6000	2000	5000			112000	3,150 00	1
	350		6280	26000	24900	1030	2250	24600	31200	355300	8,988 20	2
	70		2020	17700	19300	600	3780	20350	23100	82900	4,830 00	3
			6720	7650	28700	300	1300	89150	57700	227300	11,517 10	4
	400		3000	6500	9800	450	4620	17300	12700	116450	3,876 70	5
	2300		1690	4000	5700	400	2580	2735	12100	140350	2,856 60	6
2500	175		900	1500	1200		600		2000	60500	1,060 00	7
			12100	11150	22820	5200	25000	32500	30500	92400	8,039 30	8
			12410	15000	15100	2200	45400	151250	9700	64100	15,209 80	9
	38950	81500	35200	41000	95630	23500	40740	7700	10170	412570	28,704 40	10
300		3000	10200	4020	22250	7370	9320	4400	18000	217200	6,202 40	11
3600		46800	4100	16200	10900	750	2100	5500	10400	75300	8,000 00	12
	200	500	1800	7700	18500	550	2450	9600	20500	120200	3,848 00	13
		5000		4300	9000	4000	2100	6500	3000	39000	2,311 00	14
1250	3700		11900	28200	35350	3600	20000	49900	44500	340700	24,049 00	15
	5700	62500	10300	45200	1730	1000		2900	7100	50500	10,811 20	16
400				46800					44200	12000	3,810 00	17
9550	52845	199300	121120	302920	325080	52950	167240	423385	336870	2818770	.....	
573	4227	19930	9690	15146	13039	3177	10034	25403	10106	28188	150,263 70	



2-3 EDWARD VII., A. 1903

NORTH SHORE of the St. Lawrence from Quebec to the Saguenay, including Lake St. John District—1901.

FISHING MATERIALS.	County of Quebec.	Montmor- ency, & Isle d'Orleans.	Charlevoix & Isle aux Coudres.	Lake St John & Tributaries.	Total Quantity.	Total Value.
						\$
Boats, No.....	6	4	6	10	26	360 00
Weirs, No.....		130	80		210	15,000 00
Gill nets, fathoms.....	320		130	720	1,170	350 00
Seines, fathoms.....		60	40		100	60 00
Total value.....						15,710 00

KINDS OF FISH.						
Salmon, lbs.....		400	1,600	8,000	10,000	2,000 00
Herring, fresh, lbs.....			5,500		5,500	55 00
Whitefish, lbs.....	3,500	400		19,200	33,100	1,848 00
Trout, lbs.....	11,000	2,200	18,500	35,000	66,700	6,670 00
Pickarel, lbs.....	1,200	500		83,400	85,100	4,255 00
Pike, lbs.....	150			37,000	37,150	1,486 00
Sturgeon, lbs.....	2,100				2,100	126 00
Eels, lbs.....	500	305,000	55,000		360,500	21,630 00
Perch, lbs.....				2,000	2,000	60 00
Ouananiche, lbs.....				31,000	31,000	3,100 00
Sardines, brls.....			225		225	675 00
Mixed and coarse fish, lbs.....	2,300	45,000	195,000	150,500	392,800	3,928 00
Fish manure, brls.....			1,900		1,900	950 00
Totals.....	20,750	353,500	700,600	366,100	1,440,950	
Values.....\$	1,625	19,107	9,100	16,951		46,783 00

## SESSIONAL PAPER No. 22

## RECAPITULATION

OF the Yield and Value of the Inland Fisheries of **Quebec** (exclusive of the **Gulf Division**) for the year 1901.

KINDS OF FISH.	Quantity.	Price.	Value.
		\$ c.	\$ cts.
Cod.....Cwt.	831	4.00	3,324 00
Halibut.....Lbs.	13,683	.10	1,368 30
Salmon....."	46,698	.20	9,339 60
Trout....."	266,000	.10	26,600 00
Ouananiche....."	31,000	.10	3,100 00
Herring, salted.....Brls.	3,201	4.00	12,804 00
" fresh.....Lbs.	745,540	.01	7,455 40
" smoked....."	33,000	.02	660 00
Sardines.....Brls.	2,653	3.00	7,959 00
Shad.....Lbs.	18,070	.06	1,084 20
Eels....."	1,043,480	.06	62,608 80
Perch....."	338,870	.03	10,166 10
Pickarel....."	396,625	.05	19,831 25
Pike....."	363,130	.04	14,525 20
Maskinonge....."	52,950	.06	3,177 00
Bass (achigan)....."	146,195	.08	11,695 60
Bar fish.....Brls.	50	10.00	500 00
Whitefish.....Lbs.	80,805	.08	6,464 40
Sturgeon....."	195,215	.06	11,712 90
Tom Cod.....Bushels.	21,500	.60	10,750 00
Mixed fish.....Lbs.	3,329,260	.01	33,292 60
White Whales, (Beluga) skins.....No.	28	4.00	112 00
Seal skins....."	45	1.25	56 25
Fish oil.....Galls.	2,765	.30	829 50
Fish as bait.....Brls.	21,582	1.50	32,373 00
" " manure....."	1,962	.50	981 00
Total for 1901.....			292,770 10
" " 1900.....			343,686 42
Decrease.....			50,916 32

## STATEMENT

SHOWING the Fishing Material used in Quebec Inland Districts (exclusive of the **Gulf St. Lawrence Division**) for 1901.

Articles.	Value.
	\$ cts.
1,503 Fishing boats.....	17,146 00
850 Gill nets (15,975 fathoms).....	7,821 00
300 Seines (8,120 fathoms).....	5,840 00
606 Weirs (eel).....	90,955 00
1,600 Hoop nets (verveux).....	8,825 00
3,540 Night lines.....	5,790 00
Total.....	136,377 00

2-3 EDWARD VII., A. 1903

## RECAPITULATION

Of the Yield and Value of the Fisheries in the whole Province of Quebec, for the Year 1901.

Kinds of Fish.	Quantity.	Rate.	Value.		Total Value.	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Salmon, fresh..... lbs.	1,196,981	0 20	239,396 20			
" smoked..... "	1,440	0 20	288 00			
" salted..... brls.	555	15 00	8,325 00			
					248,009 20	
Trout..... lbs.	367,317	0 10			36,731 70	
Ouananiche..... "	31,000	0 10			3,100 00	
Whitefish..... "	80,805	0 08			6,464 40	
Smelts..... "	392,700	0 05			19,635 00	
Cod, dried..... cwt.	227,035	4 00	908,140 00			
" tongues and sounds..... brls.	258	0 10	2,580 00			
					910,720 00	
Haddock, fresh..... lbs.	34,000	0 03	1,020 00			
" dried..... cwt.	3,532	3 00	10,596 00			
					11,616 00	
Hake..... "	513	2 25			1,154 25	
Tom cod..... lbs.	716,500				14,325 00	
Halibut..... "	159,012	0 10			15,901 20	
Herring, salted..... brls.	30,803	4 00	123,212 00			
" fresh..... lbs.	889,340	0 01	8,893 40			
" smoked..... "	123,000	0 02	2,460 00			
					134,565 40	
Sardines..... brls.	2,653	3 00			7,959 00	
Shad..... lbs.	18,070	0 06			1,084 20	
Bass..... "	146,195	0 08			11,695 60	
Pickrel..... "	396,625	0 05			19,831 25	
Perch..... "	338,870	0 03			10,166 10	
Pike..... "	363,130	0 04			14,525 20	
Maskinongé..... "	52,950	0 06			3,177 00	
Eels..... "	1,043,480	0 06	62,608 80			
Eels, pickled..... brls.	187	10 00	1,870 00			
					64,478 80	
Sturgeon..... "	197,415	0 06			11,844 90	
Mackerel, fresh..... "	5,500	0 12	660 00			
" salted..... brls.	12,424	15 00	186,360 00			
					187,020 00	
Lobsters, canned..... lbs.	825,171	0 20	165,034 20			
" fresh..... cwt.	70	5 00	350 00			
					165,384 20	
Squid..... brls.	4,451	4 00			17,804 00	
Mixed fish..... lbs.	3,349,060				33,890 60	
Fish as bait..... brls.	61,870	1 50			92,805 00	
" manure..... "	89,382	0 50			44,691 00	
" oil..... galls	221,474	0 30			66,442 20	
Seal skins..... No.	15,461	1 25			19,326 25	
Beluga skins, (white whales)..... "	28	4 00			112 00	
Total for 1901.....					2,174,459 45	
Total for 1900.....					1,989,279 07	
Increase.....					185,180 38	



## SESSIONAL PAPER No. 22

## RECAPITULATION

Of the Number of Vessels, Boats, Nets, &c., in the whole Province of Quebec, for the Year 1901.

Articles.	Value.		Total.
	\$	cts.	\$ cts.
33 Fishing vessels .....	21,145	00	
7,943 " boats .....	212,332	00	
12,278 Gill-nets (264,193 fathoms) .....	164,270	00	
832 Seines (32,870 fathoms) .....	34,172	00	
136 Trap-nets .....	55,400	00	
840 Trawls .....	13,182	00	
626 Weirs .....	55,825	00	
181 Smelt nets .....	7,975	00	
1,600 Hoop nets (verveux) .....	8,825	00	
25,454 Hand lines .....	11,689	00	
3,540 Night lines .....	5,790	00	
151 Lobster canneries .....	48,750	00	590,605 00
128,720 " traps .....	70,406	00	
146 Freezers and ice houses .....	17,450	00	119,156 00
1,119 Smoke and fish houses .....	149,735	00	
228 Fishing piers and wharfs .....	69,140	00	
9 " smacks and tugs .....	8,575	00	
			244,900 00
Total .....			954,661 00

# APPENDIX No. 9.

## NEW BRUNSWICK.

**District No. 1**, comprising the counties of Charlotte and St. John.  
*Inspector J. H. Pratt, St. Andrews.*

**District No. 2**, comprising the counties of Albert, Westmorland, Kent, Northumberland, Gloucester and Restigouche. *Inspector R. A. Chapman, Moncton.*

**District No. 3**, comprising the counties of Victoria, Carleton, York, Sunbury, Queen's and King's. *Inspector H. E. Harrison, Maugerville.\**

### DISTRICT No. 1.

#### REPORT ON THE FISHERIES OF DISTRICT No. 1, NEW BRUNSWICK, COMPRISING THE COUNTIES OF CHARLOTTE AND ST. JOHN, FOR THE YEAR 1901.

ST. ANDREWS, N.B., May 15, 1902.

To the Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—I have the honour to submit herewith my thirteenth annual report on the fisheries of District No. 1, New Brunswick, which comprises not only the county of Charlotte and the border lakes, but the county of St. John as well, this county having been placed under my control one year ago.

The usual tabulated statements will be found herewith, showing the catches and values in the several sub-districts, together with a synopsis of the several fishery officer's reports, which are becoming more comprehensive and accurate each season, as the officers become more familiar with their districts, and the duties required of them.

The value of the catch for the season just closed shows a great increase over the previous season of 1900, which is mostly accounted for by an increased catch of herring. This increase amounts to \$469,653. The value of small herring alone, suitable for sardines, increased from \$195,000 in 1900, to over \$464,000 this past season. I might cite here the case of the Island of Grand Manan, where the total value of catch in 1900 was but \$167,689, and this season increased to \$308,172, owing to the large schools of herring striking that coast. It is well known that Grand Manan is the seat of the smoked herring industry of the Dominion of Canada, and while its fishermen put up only a little over 2,000,000 lbs. in 1900, during the past season they cured over 6,000,000 lbs. It might not be out of place to insert here the value of the catch of this district during the past ten years in order to better demonstrate the fluctuations.

Total for	\$	cts.
1892 .....	863,465	00
1893 .....	771,182	00
1894 .....	1,118,477	00
1895 .....	968,203	00
1896 .....	1,108,701	00
1897 .....	870,287	00
1898 .....	1,145,361	00
1899 .....	1,216,394	00
1900 .....	638,890	00
1901 .....	1,285,073	50

\* Inspector Miles, who had charge of this district, died in the spring of 1902. He had sent fishery statistics for the previous year but made no report.

## SESSIONAL PAPER No. 22

As the county of Saint John was added to district No. 1, about a year ago, therefore, the value of its fisheries will be included in my report this season, swelling the total value of the district's catch to \$1,285,073. The above value of catch for the counties of Saint John and Charlotte is most gratifying, and will show to the most casual observer that the far-famed Bay of Fundy Fisheries are not yet ruined, although great fluctuations in the fishing industry are always to be expected and are by no means rare.

The old time energy of our fishermen began to show itself early in the season. Many new weirs were erected and every exertion was put forth in order that the financial returns for the seasons work would be as remunerative as possible when the year terminated.

The slaughter of pollock by means of the deadly dynamite cartridge was pushed with all vigour by the hardy and reckless fishermen of Grand-Manan and Eastport, who care little for the future of our fisheries so long as they can reap their harvest by their nefarious appliances. Few of them could be made to believe that it was their last season to fish in this manner, and that your department was acting with the United States government, in concerting measures that would make fishing with dynamite very unpopular indeed.

The herring spawning grounds at Southern Head of Grand Manan during the month of September were invaded in a stealthy manner by the usual fleet of poaching vessels, who have hitherto always been ready and able to heave up their anchors or slip their cables and fly to a place of safety, 'ere we could get upon them in the darkness.

However, in the beginning of September, we steamed to the spawning grounds at midnight of the first and surprised a fleet of seven vessels with their nets all set for herring. We seized all the vessels and at daylight steamed towards Saint Andrews with them in tow. We proceeded there by the way of Quoddy river, so that many other would be poachers could be eye-witnesses to the fate of those law-breakers, and these seizures have had the effect of imbuing other fishermen with a wholesome respect for the spawning ground limits. The large increase in the catch this season, over that of 1900, has furnished food for discussion among parties who claim to possess authentic information as to the movements of the various kind of fish, and who are desirous to intrude their theories at every opportunity in their anxious endeavours to explain. While we often meet the unpleasant seasons of scarcity in the various fisheries, we can therefore derive considerable comfort from the statement recently made by several eminent marine biologists, who assure us that the resources of the sea with regard to fish life are practically inexhaustible, and we sincerely trust that their assertions are correct.

During the season I was necessarily absent occasionally on the coasts of Nova Scotia and Cape Breton, assisting to enforce the various Fishery laws against the local and foreign fishermen. Very little trouble was experienced in this work, as the fishermen are gradually becoming aware of the fact that the fishery laws were made for their best interests, and not to ignore them. This fact becoming so generally known makes the work easier and the laws better respected.

The Marine Biological Station, which has done such valuable work at St. Andrews since its erection there, was placed on a scow during the spring, with a view of removing it to Canso, Nova Scotia.

Receiving orders to do this towing, on June 3, we made our tow line securely fast to it and began our voyage. As this station is quite a frail structure we were compelled to exercise great care, more especially as it was the general opinion that the station would be wrecked on some of the numerous dangers to be met with in the voyage. After those gloomy predictions, it was a great pleasure for us to land it safely at Canso on the morning of June 12, without it, or any of its fittings, being damaged in the slightest manner.

Canso is a splendid location for biological work, the waters surrounding it teeming with fish life and the work of the biological staff will no doubt be thoroughly appreciated by the enterprising fishermen and merchants of the place.

On several of my cruises to Nova Scotia and Cape Breton I had many opportunities of hearing fishermen speaking in an approving manner of the commendable efforts put forth by your department to furnish them with a constant supply of bait, by the



2-3 EDWARD VII., A. 1903

erection of freezers at so many parts of the coast, and it was a great pleasure to hear that these efforts were appreciated, and the freezers working successfully wherever they have been erected.

Owing to storms and other causes I was unable to finish my fisheries work until December 24, when I steamed to St. John and placed the *Curlew* in winter quarters. The collection of the bounty claims in this district takes considerable time and it is very interesting to notice the very broad interpretation of the bounty regulations by the fishermen, and the correct interpretation as given by your department. However, the numerous claimants are becoming more familiar each season with the provisions of the Bounty Act, which greatly simplifies the work and allows an officer to ascertain the catch of his district with a greater degree of accuracy than heretofore.

## HERRING.

As will be noticed by the returns, the catch of herring of all sizes has increased, and the value of the catch this season alone is estimated at \$771,899. This sum includes barreled herring, kippered herring and canned sardines. The schools of herring were very slow in striking the coast, but the size of the several schools was quite large and big hauls were accordingly made. Small herring suitable for manufacturing into sardines struck into Digdeguash in St. Andrew's Bay in very large schools, and it was surprising the vast amount of herring taken there by our fishermen. It is computed that fully 15,000 hogsheads of small herring were taken in at Digdeguash alone, for which the fishermen operating there received fully fifty thousand dollars. From the district between St. Andrews and l'Etang river the factories at Eastport and Lubec, operated by the Sardine Syndicate, received over 28,000 hogsheads of herring, for which they paid fully \$95,000. If the herring also taken from the district named and used by factories outside of the syndicate were included, a considerable increase would result in the above figures. The Commissioner of Fisheries for the State of Maine, reports that this season the number of cases of sardines packed was 1,395,902, against 815,060 during 1900.

## POLLOCK.

An increase in the catch from 18,884 quintals in 1900, to 25,837 quintals this season, will be noticed in the returns for pollock. In the Quoddy river they were very plentiful and about the middle of April they struck in shore at Grand Manan in large schools, and the dynamite fishermen enjoyed themselves hugely in capturing them by this deadly explosive. Large catches resulted by this method of fishing, and when I arrived at Grand Manan on April 21, with the new law your department had framed against the further use of dynamite, the men using it were considerably dismayed but the more hopeful ones consoled themselves with the idea that they could easily evade the law in various ways.

They tried those methods of evasion, and on the May 12, we seized three of their vessels for violating the dynamite law, towing them to St. Andrews and imposing a fine of \$100 on each vessel.

They were also warned that future violations would be punished by the imposition of the full penalties. Dynamite with fuses and detonating caps were found on each vessel and confiscated, and dynamite fishing is now a thing of the past, much to the pleasure of everybody.

## LOBSTERS.

8,732 cwt. is the result of this year's lobster fishing in Charlotte county, a decrease from previous seasons, but when including St. John county's catch, makes a total of 10,847 cwt. There are more men and more traps being added to this fishing annually and there is no doubt it is being overdone and legislation would be found necessary in the near future to curtail the operations of this fishery.

## SESSIONAL PAPER No. 22

A 10½-inch law in St. John county is working beneficially, and with hardly an exception the fishermen are well pleased with it and the sooner this same law is extended to Charlotte county the better for the future of this valuable fishery. This change is recommended by nearly all those who are in a position to have any information on the subject, and even the lobster fishermen themselves recommend it, and all feel certain that in the near future this change will be found absolutely necessary by your department.

The United States fishery authorities are doing their best to preserve the lobster near here, and this summer I noticed with pleasure one of their little steamers placing near Eastport over 1,000,000 lobster fry, which should surely be a benefit to the fisheries on this side of the boundary line.

## COD AND HADDOCK.

A large increase will be noticed in the catch of cod and haddock, due not only to more people being engaged in fishing for them but also owing to the fact that the fish were more plentiful than during the previous season. Prices have been very good and the demand for these fish brisk, the fishermen getting clear of their catches without any delay.

## SALMON.

This valuable fishery is carried on almost exclusively in the Bay of Fundy, off the coast of St. John county, and gives employment to several hundred men. Nearly all the boats in this industry are now under the annual license, which gives them a better standing as fishermen. The returns will show about the same catch as last season from Point Le Preau to Quaco, and this fishery from the reports of those engaged in it does not show any signs of becoming impoverished. If the various streams to which the salmon resort to spawn were given proper protection from the numerous miserable poachers who avail themselves of every opportunity to capture those fish as they are ascending the rivers the future of this fish would be much brighter.

The mill owners have an aversion to insert fish-ways in their dams and only the enforcement of the Fishery Act with all its attendant costs and unpleasantness would make them do what is fit and proper.

In the St. Croix river the salmon ascended in gratifying numbers, providing good sport for large numbers of fly fishermen who frequent the St. Stephen pool to exercise their skill with the rod.

## SYNOPSIS OF FISHERY OFFICERS REPORTS.

*Guardian Hall, of St. George*, states in his annual report, that the season has been very successful and that there was very little poaching in his district. He recommends that the close season for trout should commence on the first of September, as after that date the fish are full of spawn. The fish-ways are in good repair and there has been quite a run of salmon in the River Magaguadavic. He also recommends that a fish-way be placed at Upper Falls in the river, as it is impossible for salmon to ascend them.

*Guardian Mealy, of Beaver Harbour*, states that the fishermen of his district have been blessed with a bountiful harvest. The expectations of the weir fishermen have been more than realized in very many localities, with the exception of those in the L'Etang river, where the catch has been remarkably small. Several reasons have been given to account for this, one being that the waters are polluted from refuse of the sardine factory there, while others assert that the stale bait used by lobster fishermen largely accounts for the scarcity of herring. If the latter reason is correct, I think the weir fishermen are partly to blame, for if they would lend their assistance to the fishery officer, the illegal lobster fishing would soon cease.

*Guardian Lord, of West Isles*, reports that nearly all the fishermen of his district did fairly well during the season, many of the weir owners having good returns, while



2-3 EDWARD VII., A. 1903

the line fishermen report satisfactory prices for the sale of their catch. As the majority of the fishermen in my district are weir owners, they are certain of good dividends when the sardine schools strike the shores of this island. The high prices paid for sardine herring by the Eastport Syndicate, in their endeavours to keep herring from going to the factories outside of their syndicate, were of great financial assistance to the weir owners of my district who were fortunate in having herring to sell. The first part of this season was a fairly good one for herring, a large increase compared with last year, the herring striking in early and some weirs doing extremely well. Though the season was short the prices were high, the average price per hoghead being higher than for some years. Lobsters show a very slight decrease, which was owing to the number of men and traps employed being less than last year. When other branches of fishing are profitable, lobster fishing is not so vigorously prosecuted, this being partly the reason lobsters show a decrease. However, he has no doubt lobsters are becoming scarcer every year.

*Guardian Daley, of Pocologan*, reports that sardines and herring generally were fairly plentiful and good prices were realized. Lobster fishing was very good and in a number of instances lobster fishing boats with two men in them making as high as nine dollars a day to each boat. Pollock were very plentiful and in many cases big catches were made by the weirs at Pocologan. Pocologan is noted for its large clam flats, where many schooners load annually for Nova Scotia. There is no doubt those flats will soon be bare of clams, and he thinks there should be a close season for them.

*Chief Boatman Mitchell*, who patrols *Quoddy River* with an assistant, preventing United States citizens from encroaching on the Canadian fisheries, states that the catch of pollock in Quoddy river was one of the largest ever known. These fish strike in about the first of May and last until the first of November, and there is no doubt the numbers are increasing. The catch of haddock has been better than 1900, and the men that have been trawling them have made a good season's work. The catch of codfish has also been better than that of 1900, and a number of lots of codfish were prepared for the annual Fish Fair held at Welsbpool on October 10, and they found a ready sale at eight dollars per quintal.

The catch of sardine herring was small all over the island of Campobello, with the exception of the weirs at Herring cove, when during the months of June and July the owners of the weirs received for their catch from ten to fifteen dollars per hoghead.

*Overseer Frank Todd, of Saint Stephen*, states that there was a splendid run of salmon during the season, which afforded good sport to the numerous fly-fishermen that tried their luck on the several fishing stands. Since poaching was attempted by a number of lawless characters who are still living along the river, but owing to the vigilance of *Guardians Glass and Mannix* their unlawful intentions were nipped in the bud. Mr. Todd would strongly recommend that the present guardians be retained for same length of time each season in future, as in the past.

*Overseer Savage, of Campobello Island*, states that all kinds of fish were more plentiful than last season, with the exception of lobsters. Good prices were paid and the fishermen are well pleased with the seasons work. Too much cannot be said against the practice of destroying pollock by the use of dynamite. When they first made their appearance this season a large percentage of them were mutilated, the sounds being broken and flesh discoloured. No doubt these injuries can be traced to the use of dynamite. There was an increase in the sardine herring catch over last season and they struck here about July, but after a few weeks the dog-fish and squid also appeared, driving the herring into Saint Andrews bay.

Pollock struck in about May 20, and stayed till the end of October, which is about six weeks later than usual. Nearly twice as many were caught as last season, and they appear to be more plentiful each year. The cod and haddock were very plentiful, but the appearance of the dog-fish interfered considerably with fishing operations.

*Overseer Fraser, of Grand Manan*, reports that the fisheries of his district, have been a success. Double the quantity of fish in many cases being taken and prices ruled about the same as last year. About 90 per cent of the total catch were exported. There was a good demand for kippered herring, which is likely to increase each season. A large sardine factory has been erected at Grand Harbour, which is expected to



## SESSIONAL PAPER No. 22

distribute a large amount of money annually. He recommends that measures be taken to prevent the net fishermen from leaving their nets in the waters during the day time. About double the number of barrels of pickled herring were put up this year, the price received was somewhat higher than last season, and the quantity of herring smoked would be about double what was smoked in 1900. A very much larger catch of codfish was the result this season, but no increase was noted in the catch of haddock. The catch of pollock was double that taken last year, owing to more people being engaged at it and the use of dynamite for exploding among the schools.

*Overseer Thomas, of Point Le preau*, states that the lobster fishing on the western side of Point Le preau was a very good one, in fact, far above the average, and on the eastern side of the Point fairly good and the law well kept.

*Guardian Belding, of Chance Harbour*, reports that the fishing for lobsters between Dipper harbour and Musquash will show a decrease from previous year, with prices lower. Herring have altogether left this district during the last ten years, but during March of this year they paid us a visit remaining one month. The annual visit of gaspereau found only a few boats willing to engage in their capture, and the catch was far below the average. Shad follow close after the gaspereau and there was a very poor catch of them this year. Codfish for the last seven or eight years have been scarce, and the fishermen do not fit out extensively for them. They were very plentiful during March and those of the fishermen who were prepared for fishing, did very well for a month.

*Guardian Skillen, of Quaco*, reports that there was an increased catch of lobsters last year over that of the previous year, with an increased number of small lobsters found in the traps. The total catch for my district during the year would be about twenty tons of lobsters, and at the prices received would give the fishermen of this district nearly two thousand dollars. The herring fishing in this district has almost become extinct, although thousands of barrels were formerly caught here annually. The total catch here this year would not be more than forty barrels. Only about fifteen quintals of cod, and thirty quintals of pollock have been taken, the smallest for many years.

There were but few salmon this year on account of drouth, they could not get up the small streams at all, and there was little or no poaching. The only place in my district where they were in abundance was Salmon river, and they were there in thousands under the dam, and being obstructed had to go to sea again. Had there been a fishway in the dam on this river there is no doubt but that it would have been full of them. For miles along this river there are at intervals large deep pools from ten to twenty feet deep, one of the finest places for salmon on our shores.

*Guardian Kersop, of Black River*, reports a very good season's catch and the fishery laws very well observed. Buyers from Eastport, Me., come here often paying on an average 12 cents a-piece for lobsters. There was no netting herring or line fishing during the season worth speaking of.

*Guardian Murray, of Dipper Harbour*, reports about the same lobster catch as in 1900, with the average size of lobsters not quite as large. Good prices were paid by the numerous buyers, and our fishermen were well pleased with the results of their labour.

The usual number of men were employed at the salmon fishing and the results were fairly remunerative. The fishermen were law-abiding and I experienced very little trouble in enforcing the various fishery laws.

I have the honour to be, sir,  
Your obedient servant,

JOHN H. PRATT,  
*Inspector of Fisheries.*

## DISTRICT No. 2.

REPORT ON THE FISHERIES OF DISTRICT NO. 2, COMPRISING THE  
COUNTIES OF ALBERT, WESTMORLAND, KENT, NORTHUM-  
BERLAND, GLOUCESTER AND RESTIGOUCHE,  
BY INSPECTOR R. A. CHAPMAN.

MONCTON, N. B., January 31, 1902.

To the Dominion Commissioner of Fisheries,  
Ottawa.

SIR.—I have the honour to submit my report of the fisheries in District No. 2, of the province of New Brunswick, for the year 1901, with tabulated statements giving the products and values by districts and counties, together with an estimate of the capital employed in the prosecution of the fisheries.

These returns show an increase in the aggregate value of fish taken over that of last year, viz. :—

For 1901.....	\$2,840,684
“ 1900.....	2,799,304
<hr/>	
An increase of.....	\$ 41,380

And this result notwithstanding a marked falling off in lobsters, bass, &c., referred to fully under the following heads of the leading kinds of fish caught in the district.

## SHAD.

These fish appear in the Bay of Fundy in the latter part of May and early in June on their way to their breeding grounds on the St. John river and tributaries, and the few that escape the drift nets in the bay, the set nets in the harbour of St. John and at various points up this river, after depositing their spawn, return to the sea and come up to their feeding grounds (the great mud flats) at the head of the Bay of Fundy, where later in the season they become very fat and fine. Thirty years ago two hundred boats were engaged in this fishery on the Petitcodiac river, Cumberland basin, &c., and it was nothing unusual for each boat to catch from 200 to 500 fish in a single tide, or half a called good work, and there is scarcely a doubt that if these fish were protected during the day, while now that number in a week, with only some twenty or thirty boats fishing, is spawning season, this important fishery would be fully restored. I know of one small village that years ago had upwards of twenty-five boats engaged in this fishery, that has not one now. I brought this matter up some years ago at a conference of leading fishery officials in Ottawa, and after full discussion a resolution was passed recommending a close season for these fish in the maritime provinces to the 20th June, but it was never acted upon. Any one visiting the St. John market during the first two weeks in June any year, can see for themselves, that every female fish when opened is full of spawn; or the same may be seen at Moncton or any other place to which they are sent from St. John for sale. I have time and again reported on this, as did my predecessor, Mr. Venning, who was a resident of St. John.

## SALMON.

The catch has been upwards of 200,000 lbs. more than last year and somewhat larger than that of ten years ago, in the interim we have had good years and bad years, but this fishery does not appear to be declining, the low water last fall caused by the exceeding dry season made it very difficult for the fall run of these fish to get up to their usual spawning beds, and for this reason many of them must have deposited their spawn at or near head of the tide and then returned to the sea, it is claimed by many



## SESSIONAL PAPER No. 22

that this fall run from which the eggs are taken for the Miramichi hatchery, is not the same as that caught in the summer by the fishermen in their nets and consequently the hatchery does not turn out the earliest running fish. If arrangements could be made to secure eggs from the first schools, and the latter run allowed to ascend and deposit their spawn undisturbed on the natural beds, then we would have both runs perpetuated, which certainly would be a gain.

## HERRING

Were again abundant in the spring and were taken for food, bait, &c., in great quantities, more smoke houses have been built, and largely increased quantities cured in that way, the summer and fall herring on the banks in Gloucester county between Caraquet and Miscou were again taken in large numbers, and readily sold at remunerative prices.

## MACKEREL

Were about the same as last year, plentiful early in the season when they are always inferior in quality ; later on, when better, they were scarce.

## ALEWIVES

Were more plentiful than in 1900, and more were caught, but sufficient attention does not appear to be given to this fishery.

## COD

The catch of this standard fish was again large, somewhat above that of the previous year, and late in the season the coasts of Gloucester county were swarming with them, so that boats did not have to go far to procure full fares, prices were also high, and it was consequently a profitable year both for the fishermen and dealers.

## BASS.

There is a further falling off in this fishing last year the catch not being half of what it was in 1895. After the prohibition of fishing on the spawning grounds of the North-west Miramichi river some 12 to 15 years ago, these fish steadily increased in quantity and size for some years on all parts of our coasts but they are a slow growing fish and are again declining, with all the care possible on the part of the local officers some small ones are taken in smelt nets, and great quantities of very young bass are eaten by the tom cods that frequent the Miramichi river in enormous numbers every fall. Hook and line fishing for these fish should be prohibited during spawning time in the spring.

## SMELTS.

As I predicted last year the quantity of smelts taken exceeds even that of 1900 being upwards of 8,000,000 lbs., or 4,000 tons, but the present winter has been unfavourable open weather very late, and continual thaws during January, have retarded fishing and consequently for 1902 we cannot expect so large a catch, but this is not on account, of these fish becoming scarcer. The importance of this fishery cannot be over estimated giving employment in the winter to a large number of men when there is little or no other work for these engaged in it.

## LOBSTERS.

I have again to report a great falling of in this fishery and am startled when I look over our returns for the past ten years, taking periods of 3 or 4 years.

In 1891	with	127,198	traps	3,299,064	cans	were	packed.
" 1894	"	173,530	"	2,932,500	"	"	"
" 1898	"	185,820	"	2,311,500	"	"	"
" 1901	"	221,000	"	1,732,900	"	"	"



2-3 EDWARD VII., A. 1903

Thus while each trap fished in 1891 caught nearly 26 cans of these fish, in 1901 each trap did not catch quite 8 cans, this is certainly appalling, and shows that something must be done at once to prevent the extermination of this fishery, and its importance when we come to consider that the pack of 1891 at the prices obtainable for the past two or three years would be worth upwards of \$700,000, which capitalized at 4 p.c. would make it worth upwards of \$17,000,000) can hardly be over estimated. The question then arises, what is to be done? I believe fall fishing (which would allow all the female fish to spawn) might have the desired effect, but this the packers will never agree to, owing to so much stormy weather during that season. I understand hatcheries are doing good work where tried, and the decline in this fishery being much less in the narrow part of the straits of Northumberland (where factories are thicker) than anywhere else in my district, is attributed by the fishermen to the Pictou hatchery. There are two points especially well situated for hatcheries, one being at the mouth of Shemogue harbour in Westmorland county, and the other at or near Point Canoe on the north side of Shippegan island, Gloucester county. The great advantages possessed by these locations are the very large number of factories that can be reached from them, and the currents in the vicinity, both flood and ebb tide being strong, will carry the young lobsters far and wide along our coasts, indeed I know of no other points where hatcheries could be located that would reach one third of the fishing that could be done at or near the two places named. From what has been done in other places, I have no doubt that upwards of 400,000,000 young lobsters could be turned out annually, and if 5 p.c. only matured, this would more than restore the whole industry. Many of the leading packers on the straits where the season has been altered upon the recommendation of the lobster commission already repent that the change was too radical, they say it is now the first of June before they can do any real fishing, thus losing May, when the fish are at their best, and packing when they have shed their shells and in their poorest condition. Many inferior fish were packed in this section last year, interfering much with prices.

## OYSTERS.

The quantity of oysters raked is considerably below that of last year, even allowing for some 1,200 barrels then taken from the reserve in Shediac, not so much owing to their scarcity, as to the great catch of codfish late in the fall on the Gloucester county coast, which prevented the usual number of boats from Caraquet, Shippegan visiting the Miramichi river and bays. The beds at Caraquet certainly want looking after, being situated at the mouth of the Caraquet river where the sediment from the river and the wash from the sea meet, and are gradually being covered with mud. These beds formerly produced large quantities, and even four or five years ago, four times as many were raked as in the past year. Mr. Kemp (oyster expert) should certainly visit these beds in the spring and see if anything can be done by dredging or otherwise to prevent their extermination. These oyster beds are small but of fine flavour.

Very few of the local officers have made any reports and the few received contain nothing that is not fully covered by my own. In conclusion, I would beg especially to ask your attention to the fishery regulations for this province, which have not been consolidated since 1889, many of them having been changed and rechanged since that time. Some amendments are also badly needed, especially to the smelt regulations. If they could all be put in shape and again consolidated it would be of great benefit to all the officers.

I have the honour to be sir,

Your obedient servant,

R. A. CHAPMAN,  
*Inspector of Fisheries.*

RETURN showing the Number, Tonnage and Value of Vessels and Boats and other Fishing Materials, in the Counties of St. John and Charlotte, Province of New Brunswick, for the Year 1901.

FISHING VESSELS OR BOATS.															FISHING GEAR OR MATERIALS.									
Vessels.					Boats.		Gill-nets.			Seines.			Trawls.		Weirs.									
Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.								
Charlotte County.																								
1	51	1250	15	56	956	56	40	1200	500	20	610	1185	37	148	20	11900								
2	158	2425	25	76	3000	76	80	3000	900	46	1280	2260	180	1120	46	1450								
3	70	1000	20	160	4000	240	100	5000	1500	68	2100	2500	40	150	68	20000								
4	17	500	4	119	3000	100	40	2000	800	54	1313	3200	12	75	59	18000								
5	815	33400	232	205	20500	331	519	14320	4490	47	1780	4750	76	1520	48	48000								
6	234	4650	57	201	7000	222	94	3038	1400	41	1156	1900	89	1300	43	11000								
7	30	1200	6	200	8000	200	50	1000	350	90	3000	5340	65	650	90	36000								
8																								
Totals.				1017	46456	1225	923	29558	9940	366	11239	21095	499	4963	374	146350								
St. John County.																								
1	40	1000	10	300	12000	460	2300	69000	69000	8	680	1400	30	1000	28	11200								
2	60	1200	10	70	3500	140	2500	163200	100000				120	3600										
3	40	800	10	105	10500	210	3500	105000	105000	20	1700	6000	80	3500	14	17000								
4				20	500	20	40	500	500	5			5	150										
5				20	500	20	40	500	500				10	300										
Totals.				515	27000	850	8380	338200	275000	28	2880	7400	245	8550	42	18200								
Grand totals.				1532	73456	2075	9303	367758	284940	394	13619	28495	744	13513	416	164550								



RETURN showing the Quantity and Value of Fish, &c.—New Brunswick—Continued.

Number.	DISTRICTS.	KINDS OF FISH.																	Number.
		Salmon, fresh, lbs.	Scallops, preserved in cans.	Herring, salted, brls.	Herring, fresh or frozen, lbs.	Herring, kippered, cans.	Herring, smoked, lbs.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, fresh, lbs.	Clams, canned, lbs.	Clams, shelled, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, canned, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	
<i>Charlotte County.</i>																			
1	Lepreau to Red Head .....	2000	20000	60	6000000	43600	10000	1440	660	30	36000	800	20	275	39000	900	300	1	
2	Red Head to L'Etang .....	45000	45000	100	100	100	12000	29000	3167	500	55000	250	600	600	700	3922	3000	2	
3	L'Etang to St. George .....	100	100	500	500	500	30000	55000	200	300	900	900	400	400	700	700	3		
4	St. George to St. Stephen .....	4000	4000	768	6000000	93000	6200000	55000	3295	3723	321000	30000	220	5000	4800	1800	1700	4	
5	Grand Manan .....	6	6	30	30	30	160050	24000	370	861	10000	10000	60	5000	4800	2252	2265	5	
6	Campobello .....	7	7	30	30	30	10000	10000	440	250	10000	10000	1000	7	7	7	8	6	
7	West Isles .....	8	8	30	30	30	10000	10000	440	250	10000	10000	1000	7	7	7	8	5	
8	St. George and vicinity .....	8	8	30	30	30	10000	10000	440	250	10000	10000	1000	7	7	7	8	4	
	Totals .....	2000	65000	5458	6000000	136600	6431050	109440	8732	6264	321000	91000	1950	686100	2575	43800	10274	7265	
<i>St. John County.</i>																			
1	St. John Harbour .....	60000		200	15000				450	450				500		500	1		
2	Lepreau to Chance Harbour .....	17000			17000				250	100				1100		1100	2		
3	Chance Harbour to Mispec .....	13700			17000				465	250				2160		2160	3		
4	Mispec to Tynemouth Creek .....								550	30							4		
5	Tynemouth Creek to Salmon River .....	750		40					400	15							5		
	Totals .....	215450		240	32000				2115	845				650		800000	3760		
	Grand totals .....	217450	65000	5698	6032000	136600	6431050	109440	10847	7109	321000	91000	1950	686100	3225	43800	14034	7265	



## SESSIONAL PAPER No. 22

## RETURN showing the Quantity and Value of Fish, &amp;c.—New Brunswick—Continued.

DISTRICTS.	KINDS OF FISH.												FISH PRODUCTS.			Dulse, lbs.	TOTAL VALUE.	Number.	
	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Shad, brls.	Smelts, lbs.	Alewives or Gaspereau, brls.	Eels, brls.	Sardines, brls.	Sardines, preserved in cans.	Flounders, lbs.	Tom Cod or Frost Fish, lbs.	Squid, brls.	Fish Oil, galls.	Fish as bait, brls.	Fish as manure, brls.				Seal skins, number.
Charlotte County.	120	2000	2000	.....	.....	.....	.....	15085	100000	.....	.....	.....	150	7500	*	.....	6060	67,788 00	1
	383	2000	2000	.....	.....	.....	.....	19703	1500000	5000	.....	.....	4350	215	1500	7	1000	189,903 00	2
	1600	.....	.....	.....	.....	.....	.....	50000	.....	.....	.....	.....	500	.....	.....	.....	.....	114,325 00	3
	200	.....	1000	.....	.....	.....	.....	99000	25000	2000	.....	.....	.....	3500	3500	.....	.....	239,325 00	4
	7400	3700	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8500	4200	.....	.....	42000	308,172 00	5
	8134	6000	.....	.....	320	.....	.....	13340	.....	.....	.....	498	1380	1264	110	.....	.....	91,640 50	6
	8000	.....	6000	.....	1000	50	10	35000	.....	.....	10000	.....	2000	1000	.....	.....	.....	95,940 00	7
	.....	.....	6000	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,450 00	8
Totals.....	25837	11700	9000	.....	1320	50	10	232128	1625000	7000	10000	498	16880	17679	5110	7	49000	1,108,543 50	.....
St. John County.	.....	.....	.....	450	.....	10000	130	.....	.....	.....	.....	.....	.....	500	.....	.....	.....	115,375 00	1
	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,425 00	2
	.....	.....	.....	100	.....	200	.....	2500	.....	.....	.....	.....	.....	.....	.....	.....	.....	44,540 00	3
	20	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4,560 00	4
	30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,630 00	5
Totals.....	50	.....	.....	550	.....	10200	130	2500	.....	.....	.....	.....	.....	500	.....	.....	.....	176,530 00	.....
Grand totals .....	25887	11700	9000	550	1320	10200	140	234628	1625000	7000	10000	498	16880	18179	5110	7	49000	1,285,073 50	.....

\* Include 750 brls. pumace or fertilizer, value, \$3,750.

2-3 EDWARD VII., A. 1903

## RECAPITULATION.

Of the Yield and Value of the Fisheries in District No. 1, New Brunswick, Comprising the Counties of St. John and Charlotte for the Year, 1901.

Kinds of Fish.		Quantity.	Price.	Value.
			\$ cts.	\$ cts.
Salmon, fresh, in ice	Lbs.	217,450	0 20	43,490 00
Scallops, preserved	Cans.	65,000	0 15	9,750 00
Herring, salted	Brls.	5,698	4 00	22,792 00
" fresh or frozen	Lbs.	6,032,000	0 01	60,320 00
" kippered	Cans.	136,600	0 10	13,660 00
" smoked	Lbs.	6,431,050	0 02	128,621 00
Lobsters, canned	"	109,440	0 20	21,888 00
" fresh	Cwt.	10,847	8 00	86,776 00
Cod, dried	"	7,109	4 00	28,436 00
" fresh	Lbs.	321,000	0 04	12,840 00
Clams, preserved	Lbs.	91,000	0 10	9,100 00
" shelled	Brls.	1,950	7 00	13,650 00
Haddock, fresh	Lbs.	686,100	0 03	20,583 00
" dried	Cwt.	3,225	3 00	9,675 00
Finnan haddies, smoked	Lbs.	1,119,000	0 06	67,140 00
" preserved	Cans.	43,800	0 10	4,380 00
Hake, dried	Cwt.	14,034	2 25	31,576 50
" sounds	Lbs.	7,265	0 50	3,632 50
Pollock, dried	Cwt.	25,887	2 00	51,774 00
Halibut, fresh	Lbs.	11,700	0 10	1,170 00
Trout	"	9,000	0 10	900 00
Shad	Brls.	550	10 00	5,500 00
Smelts	Lbs.	1,320	0 05	66 00
Alewives, pickled	Brls.	10,250	4 00	41,000 00
Dulse	Lbs.	49,000	0 06	2,940 00
Eels	Brls.	140	10 00	1,400 00
Sardines	"	234,628	2 00	469,256 00
" preserved	Cans.	1,625,000	0 05	81,250 00
Flounders, fresh	Lbs.	7,000	0 05	350 00
Tom cod or frost fish	"	10,000	0 05	500 00
Squid	Brls.	498	4 00	1,992 00
Fish oil	Galls.	16,880	0 30	5,064 00
Fish used as bait	Brls.	18,179	1 50	27,268 50
" manure	"	5,110	0 50	2,555 00
Seal skins	No.	7	4 00	28 00
Pumace or fish fertilizer	Brls.	750	5 00	3,750 00
Total values for District No. 1, N.B.				1,285,073 50

## SESSIONAL PAPER No. 22

## RECAPITULATION

OF the Number and Value of Vessels, Boats, Nets, Weirs, &c., engaged in the Fisheries of District No. 1, **New Brunswick**, comprising Counties of St. John and Charlotte, for the year 1901.

Number.	Material.	Value.
		\$ cts.
95	Vessels (tonnage 1,515) .....	47,425 00
1,532	Boats .....	73,456 00
9,303	Gill nets, fathoms, 367,758 .....	284,940 00
394	Seines, fathoms, 13,619 .....	28,495 00
744	Trawls .....	13,513 00
416	Weirs .....	164,550 00
18	Smelt nets .....	150 00
1,500	Hand lines .....	750 00
7	Lobster canneries .....	15,100 00
30,620	" traps .....	27,626 00
17	Freezers for ice houses .....	8,000 00
728	Smoke and fish houses .....	174,550 00
291	Piers and wharfs .....	65,300 00
9	Tugs and smack .....	4,000 00
5	Sardine factories .....	41,000 00
4	Fish curing factories .....	7,000 00
85	Weir scows .....	5,000 00
60	Pile drivers .....	5,000 00
25	Fish presses .....	3,000 00
26	Clam canneries .....	600 00
1	Fish guano factory .....	5,000 00
	Total value of material .....	974,455 00





## SESSIONAL PAPER No. 22

RETURN showing the Fishing Material, &amp;c.—New Brunswick—Continued.

DISTRICTS.	FISHING VESSELS AND BOATS.										FISHING GEAR OR MATERIALS.			
	Vessels.					Boats.					Gill Nets.		Smelt Nets.	
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.
<i>Kent County.</i>														
1 Richibucto, St. Louis, Carleton, &c.	1	20	500	3	309	10360	475	5350	94900	14900	360	14400	1	6500
2 Buctouche and vicinity					500	15000	800	3500	70000	17000	250	10250	2	2000
3 Cocagne and vicinity					300	9000	450	900	24000	8000	65	3000	3	1600
Totals	1	20	500	3	1109	34360	1725	9750	188900	39900	675	27650	3	10160
<i>Westmorland County.</i>														
1 Shediac, Moncton and Salisbury					360	11500	650	680	30000	14000	110	6500	1	6500
2 Botsford					375	9500	700	500	17500	8000	45	2000	2	2000
3 Sackville and Westmorland					200	4000	250	300	5000	2000	33	1600	3	1600
4 Dorchester					30	1800	60	170	7500	3500	...	...	4	...
Totals					965	26800	1660	1650	60000	27500	188	10160		
<i>Albert County.</i>														
Grand totals	216	2557	96750	747	4663	139760	8163	21024	695200	367800	2186	115710		

RETURN showing the Quantity and Value of Fish, &c.—New Brunswick—Continued.

KINDS OF FISH.																				
DISTRICTS.	Number.	Salmon, fresh, lbs.	Salmon, preserved in cans, lbs.	Salmon, smoked, lbs.	Herring salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, sounds, lbs.	Halibut, lbs.	Trout, lbs.	Shad, brls.	Number.
		1	2	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1
<i>Restigouche County.</i>	1 Above Dalhousie.....	58500			1500	30000				20400	140							8000		1
	2 Below Dalhousie....	177800									990	130						6000		2
	Totals.....	236300			1500	30000				20400	1130	130						14000		
<i>Gloucester County.</i>	1 Beresford and part of Bathurst .....	107000	400	500	15400	60000	35500	3500	20	13200	130	2700			160		500	8000		1
	2 Caraquet, New Bandon and part of Bathurst.....	250000			40000	60000		20000	10	185000	200	43100	100		1000	1500	60000	12000		2
	3 Seaboard, Inkerman and Shippegan mainland.....	92000			9000	50000		15000	20	58000	160	9500	20		2500	3500	11000	5000	30	3
	4 Shippegan and Miscou Islands.....		8000	1600	11000	50000		20000	40	312000	150	22500	50		1600	3000	30000	1000		4
	Totals.....	449000	8400	1500	75400	220000	35500	58500	90	568200	640	79800	170		5260	8000	101500	26000	30	
<i>Northumberland County.</i>	1 Neguac, and vicinity.....	104500			5000	20000	10000	8000	40	40500	140	1200			1500	1000	2000	6000	50	1
	2 Bay du Vin, and vicinity.....	95000			4000	10400		500000	90	35000	140	300			175	200	3000	2000	150	2
	3 Chatham, and vicinity.....	96000			200	1000		1500				170						5000	500	3
	4 South-west and North-west Miramichi Rivers.....	98500		2500														25000	1200	4
	Totals.....	394000		2500	9200	31000	10000	509500	130	75500	280	1670			175	1000	5000	38000	1900	





RETURN showing the Quantity and Value of Fish, &c.—New Brunswick—Continued.

DISTRICTS.	KINDS OF FISH.											FISH PRODUCTS.				TOTAL VALUE OF ALL FISH.	Number.
	Smelts, lbs.	Alewives or Raspereau, brls.	Bass, lbs.	Clams, brls.	Fels, brls.	Sardines, cans.	Oysters, brls.	Flounders, lbs.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, No.		
<i>Restigouche County.</i>	1 Above Dalhousie.....	475000	.....	10	40	.....	.....	30000	20000	.....	80	.....	10	50	.....	40,670 00	1
	2 Below Dalhousie.....	105000	.....	10	50	.....	.....	2000	10000	.....	.....	20	400	250	.....	59,111 00	2
	Totals .....	580000	.....	20	90	.....	.....	32000	30000	.....	80	20	410	300	.....	99,181 00	
<i>Gloucester County.</i>	1 Beresford and part of Bathurst.....	4500	1500	100	40	.....	.....	20000	2500	15	300	270	2000	15000	.....	113,831 00	1
	2 Carraquet, New Bandon and part of Bathurst.....	380000	13000	1000	200	.....	400	22000	125000	400	1000	16000	8000	20000	20	506,825 00	2
	3 Sannarez, Inkerman and Shippegan mainland .....	350000	2000	5000	150	.....	25	7000	12000	25	700	2300	2000	2000	28	161,350 00	3
	4 Shippegan and Miscou Islands.....	240000	10000	1000	100	.....	.....	3000	10000	40	500	7500	7000	10000	20	246,435 00	4
	Totals .....	974500	26500	7100	490	.....	425	52000	149500	480	2500	26070	19000	47000	68	1,027,941 00	
<i>Northumberland County.</i>	1 Neguac, and vicinity.....	800000	100	10000	400	20	2800	.....	30000	.....	.....	300	7000	5000	.....	130,925 00	1
	2 Bay du Vin and vicinity.....	1000000	500	5000	100	100	4000	15000	150000	.....	500	.....	6000	5000	.....	198,775 00	2
	3 Chatham and vicinity.....	1700000	450	30000	50	30	90000	20000	125000	.....	.....	.....	20	3000	.....	196,100 00	3
	4 South-west and North-west Miramichi Rivers.....	.....	1000	75000	.....	350	.....	.....	10000	.....	.....	.....	.....	.....	.....	50,200 00	4
	Totals .....	3500000	2050	120000	550	500	9400	35000	1440000	.....	500	300	13020	13000	.....	575,300 00	





2-3 EDWARD VII., A. 1903

## RECAPITULATION

Of the Yield and Value of the Fisheries in District No. 2, New Brunswick, for  
the Year 1901.

Kinds of Fish.	Quantity.	Price.		Value.	
		\$	cts.	\$	cts.
Salmon, fresh .....	Lbs.	1,126,200	0 20	225,240	00
" preserved in cans. ....	"	8,680	0 15	1,302	00
" smoked .....	"	5,350	0 20	1,070	00
Herring, salted .....	Brls.	168,210	4 00	672,840	00
" fresh .....	Lbs.	2,012,000	0 01	20,120	00
" smoked .....	"	5,722,000	0 02	114,440	00
Mackerel .....	Brls.	525	15 00	7,875	00
" fresh .....	Lbs.	866,000	0 12	103,920	00
Lobsters, preserved in cans. ....	"	1,732,900	0 20	346,580	00
" in shell .....	Cwt.	6,758	5 00	33,790	00
Cod .....	"	83,550	4 00	334,200	00
" tongues and sounds .....	Brls.	176	10 00	1,760	00
Haddock .....	Cwt.	1,775	3 00	5,325	00
Hake .....	"	10,680	2 25	24,030	00
" sounds .....	Lbs.	11,860	0 50	5,930	00
Halibut .....	"	110,500	0 10	11,050	00
Trout .....	"	118,500	0 10	11,850	00
Shad .....	Brls.	4,420	10 00	44,200	00
Smelts .....	Lbs.	8,031,900	0 05	401,595	00
Alewives .....	Brls.	6,865	4 00	27,460	00
Bass .....	Lbs.	181,300	0 10	18,130	00
Clams .....	Brls.	22,930	2 00	45,860	00
Eels .....	"	1,970	10 00	19,700	00
Sardines, preserved .....	Cans.	90,000	0 05	4,500	00
Oysters .....	Brls.	14,460	4 00	57,840	00
Flounders .....	Lbs.	156,500	0 05	7,825	00
Frost fish or Tom cod .....	"	1,899,500	0 05	94,975	00
Squid .....	Brls.	1,985	4 00	7,940	00
Coarse fish .....	"	5,160	2 00	10,320	00
Fish oil .....	Galls.	28,790	0 30	8,637	00
Fish as bait .....	Brls.	75,030	1 50	112,545	00
Fish as manure .....	"	115,000	0 50	57,500	00
Seal skins .....	Pieces.	252	1 25	315	00
Total for 1901 .....				2,840,664	00
Total for 1900 .....				2,799,304	00
Increase .....				41,360	00

## SESSIONAL PAPER No. 22

## RECAPITULATION

Of the Number and Value of Vessels, Boats, Nets, Traps, &c., engaged in the Fisheries in District No. 2, **New Brunswick**, for the Year 1901.

Material.	Values.	Total.
	\$ cts.	\$ cts.
216 fishing vessels (2,557 tons).....	96,750 00	
4,663 fishing boats.....	139,760 00	
695,200 fathoms gill nets.....	367,800 00	
2 mackerel trap nets.....	2,000 00	
330 trawls.....	1,800 00	
220 bass nets.....	1,320 00	
2,186 smelt nets.....	115,710 00	
5,530 hand lines.....	4,190 00	
214 canneries.....	112,060 00	729,330 00
221,000 lobster traps.....	194,050 00	
200 freezers and ice houses.....	59,600 00	306,110 00
442 fish and smoke houses.....	47,480 00	
49 piers and wharfs.....	13,600 00	
76 tugs and smacks.....	26,000 00	
860 smelt shanties.....	12,880 00	
		159,560 00
Grand total.....		1,195,000 00

## Number of fishermen employed in this district :

Men in fishing vessels .....	747
" " boats .....	8,163
Persons in lobster canneries.....	4,788
Total ... ..	13,698

RECAPITULATION

RETURN of the Yield and Value of the Fisheries in District No. 3, **New Brunswick**,  
Comprising the Counties of King's, Queen's, Sunbury, York, Carleton and  
Victoria, for the Year 1901.

Kinds of Fish.	Quantity.	Price.		Value.	
		\$ cts.		\$ cts.	
Salmon, fresh.....	Lbs.	78,550	0 20	15,710	00
Trout, fresh .....	"	90,000	0 10	9,000	00
Herring, salted.....	Brls.	250	4 00	1,000	00
Shad.....	"	1,577	10 00	15,770	00
Alewives.....	"	3,293	4 00	13,172	00
Eels.....	"	125	10 00	1,250	00
Bass.....	Lbs.	8,000	0 10	800	00
Pickarel.....	"	180,500	0 05	9,025	00
Sturgeon.....	"	2,000	0 10	200	00
" caviare .....	"	100	0 50	50	00
Mixed and coarse fish.....	Brls.	775	2 00	1,550	00
Total.....				67,527	00

RECAPITULATION

Of the Number of Vessels, Boats, Nets, &c., engaged in the Fisheries of District No. 3,  
**New Brunswick**, for the Year 1901.

Material.	Value.	Total.
	\$ cts.	\$ cts.
3 fishing vessels (66 tons).....	1,600 00	58,670 00
630 fishing boats.....	14,600 00	
172 canoes.....	1,720 00	
2,220 gill nets (66,500 fathoms) .....	40,750 00	
33 ice houses.....	2,800 00	5,700 00
46 Fish houses.....	2,900 00	
Total.....		64,370 00

NOTE.—Details of these fisheries by counties will be found in the general recapitulation, p. 207 to 211.





RECAPITULATION showing the Number, Tonnage and Value of Vessels and Boats and other Fishing Materials, &c.  
**New Brunswick—Continued.**

FISHING GEAR OR MATERIALS— <i>Con.</i>				LOBSTER PLANT.				OTHER FIXTURES USED IN FISHERIES.										
Smelt Nets.		Hand Lines.		Canneries.		Traps.		Number of hands em- ployed.		Freezers and Ice Houses.		Smoke and Fish Houses.		Piers and Wharfs.		Tugs, Steamers & Smacks.		
Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.	
<i>District No. 1.</i>																		
1 Charlotte.....	18	150	1500	750	\$	7	15100	20620	17626	223	5	5000	671	139550	249	44300	9	4000
2 St. John.....								10000	10000		12	3000	57	35000	42	21000		
<i>District No. 2.</i>																		
3 Albert.....	188	10160	240	110		74	26500	58000	50200	1624	65	1500	1	30	16	4700	2	2000
4 Westmorland.....	675	27650	1150	480		57	17960	54900	47150	1005	16	8200	27	3300	18	700	3	8000
5 Kent.....	885	59000	270	365		14	14000	14500	11600	340	49	23500	120	11400			23	8000
6 Northumberland.....	250	8800	3820	3220		67	52000	89400	81500	1738	56	15900	126	20450	14	8000	44	4500
7 Gloucester.....	188	10100	50	15		2	1600	4200	3600	81	14	10500	3	500	1	200	4	3500
8 Restigouche.....																		
<i>District No. 3.</i>																		
9 Victoria.....																		9
10 Carleton.....																		10
11 York.....											5	750	5	750				11
12 Sunbury.....											9	450	8	500				12
13 Queen's.....											10	500	20	1000				13
14 King's.....											9	1100	13	750				14
Totals.....	2204	115860	7030	4940		221	127160	251620	221676	5011	250	70400	1216	224930	840	78900	85	30000

## SESSIONAL PAPER No. 22

RECAPITULATION showing the Quantity and Value of Fish, &amp;c.—New Brunswick—Continued.

COUNTIES.	KINDS OF FISH.																				
	Salmon, fresh, lbs.	Salmon, preserved in cans, lbs.	Salmon, smoked, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked in an haddies, lbs.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	Halibut, lbs.	Number.	
<i>District No. 1.</i>																					
1 Charlotte.....	2000		6431050		6000000				109440	8732	*6264		686100	2575	362800	10274	7265	25837	11700	1	
2 St. John.....	215450				32000					2115	845			1650	800000	3760		50		2	
<i>District No. 2.</i>																					
3 Albert.....	3200				4000					100						20				3	
4 Westmorland.....	6900		5660000		1645000		17000	60	743800	4250	340					3700	2860		4000	4	
5 Kent.....	36800	280	16500		82000		281000	245	325000	358	1610	6	1600			1700	1000		5000	5	
6 Northumberland.....	394000		10000		31000		509500	130	75500	280	1670		175			5260	8000		101500	6	
7 Gloucester.....	449000	8400	35500		220000		58500	90	568200	640	79800	170								7	
8 Restigouche.....	236300				30000				20400	1130	130									8	
<i>District No. 3.</i>																					
9 Victoria.....	9000																			9	
10 Carleton.....	7000																			10	
11 York.....	30000																			11	
12 Sunbury.....	2550																			12	
13 Queen's.....	5000																			13	
14 King's.....	25000			250																14	
Totals.....	1422200	8680	12150050	525	8044000	864000	864000	525	1842340	17605	90659	176	686100	5000	1162800	24714	19125	25887	122200		

\* Add also 321,000 lbs. fresh cod.



RECAPITULATION showing the Quantity and Value of Fish, &c.—New Brunswick—Concluded.

Number.	COUNTIES.	KINDS OF FISH.												FISH PRODUCTS.				Seal skins, number.	TOTAL VALUE OF ALL FISH.	Number.	
		Trout, lbs.	Shad, brls.	Smelts, lbs.	Alewives or Gaspareau, brls.	Bass, lbs.	Pickarel, lbs.	Clams, brls.	Eels, brls.	Sardines, brls.	Oysters, brls.	Flounders, lbs.	Tom Cod or Frost Fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.				Fish as manure, brls.
District No. 1.																					
1	Charlotte.	9000		1320	50			1950	10	232128		7000	10000	498		16880	17679	5110	7	1,108,543 50	
2	St. John.		550		10200				130	2500							500			+ 176,530 00	
District No. 2.																					
3	Albert.	8500	180	2400		500			45				35000		60	50				7,175 00	
4	Westmorland	21000	2200	1115000	750	6500		1160	220		725	1000	35000	1500	600	100	36000	41000	52	684,300 00	
5	Kent	11000	110	1860000	2065	27800		14100	625		3910	36500	210000	5	1420	2250	6500	13700	132	446,767 00	
6	Northumberland.	38000	1900	3500000	2050	120000		550	500	400000	9400	35000	1440000		500	300	13020	13000		575,300 00	
7	Gloucester.	26000	30	974500	2000	20500		7100	400		425	32000	149500	480	2500	26070	19000	47000	68	1,027,941 00	
8	Restigouche	14000		580000				20	90			32000	30000		80	20	410	300		99,181 00	
District No. 3.																					
9	Victoria.	20000					5000								60					4,220 00	
10	Carleton	9000					15000		5						130					3,410 00	
11	York.	25000	370		515		45000		20						350					17,410 00	
12	Sunbury	2000	95		110		30000		10						50					7,800 00	
13	Queen's	8000	704		1208		60500		30						60					17,117 00	
14	King's	26000	408		460	8000	25000		50						125				8	17,570 00	
Totals.		217500	6547	8033220	20408	189300	180500	24880	2235	234628	14460	163500	1909500	2483	5935	45670	93209	120110	259	4,193,264 50	

+ Cans. Also 1,625,000 cans of sardines in No. 1.

+ Includes other items detailed page 194.

§ In No. 14 include 2,000 lbs. sturgeon, 100 lbs. caviare.

SESSIONAL PAPER No. 22

## RECAPITULATION

Of the Yield and Value of the Fisheries of the whole Province of **New Brunswick**,  
for the Year 1901.

Kinds of Fish.	Quantity.	Rate.	Value.	Total Values.
		\$ cts.	\$	\$ cts.
Cod, dried..... Cwt.	93,869	4 00	375,476 00	
Cod tongues..... Brls.	176	10 00	1,760 00	
				377,236 00
Haddock, fresh..... Lbs.	686,100	0 03	20,583 00	
" dried..... Cwt.	5,000	3 00	15,000 00	
" smoked, finnan haddies..... Lbs.	1,162,800	0 06	71,520 00	
				106,103 00
Hake..... Cwt.	24,714	2 25	55,606 50	
" sounds..... Lbs.	19,125	0 50	9,562 50	
				65,169 00
Pollock..... Cwt.	25,887	2 00		51,774 00
Tom cod or frost fih. .... Lbs.	1,909,500	0 05		95,475 00
Halibut..... "	122,200	0 10		12,220 00
Flounders..... "	163,500	0 05		8,175 00
Salmon, fresh..... "	1,422,200	0 20	284,440 00	
" preserved in cans..... "	8,680	0 15	1,302 00	
" smoked..... "	5,350	0 20	1,070 00	
				286,812 00
Trout..... "	217,500	0 10		21,750 00
Snelts..... "	8,033,220	0 05		401,661 00
Herring, salted..... Brls.	174,158	4 00	696,632 00	
" fresh or frozen..... Lbs.	8,044,000	0 01	80,410 00	
" smoked..... "	12,153,050	0 02	243,061 00	
" kippered..... Cans.	136,600	0 10	13,660 00	
				1,033,793 00
Sardines..... Brls.	234,628	2 00	469,256 00	
" preserved..... Cans.	1,715,000	0 05	85,750 00	
				555,006 00
Shad..... Brls.	6,547	10 00		65,470 00
Alewives..... "	20,408	4 00		81,632 00
Eels..... "	2,235	10 00		22,350 00
Pickarel..... Lbs.	180,500	0 05		9,025 00
Sea Bass..... "	189,300	0 10		18,930 00
Mackerel, fresh..... "	866,000	0 12	103,920 00	
" salted..... Brls.	525	15 00	7,875 00	
				111,795 00
Sturgeon..... Lbs.	2,000	0 10	200 00	
" caviare..... "	100	0 50	50	
				250 00
Oysters..... Brls.	14,460	4 00		57,840 00
Clams..... "	24,800	2 00	59,510 00	
" preserved..... "	91,000	0 10	9,100 00	
				68,610 00
Scollops..... Cans.	65,000	0 15		9,750 00
Squid..... Brls.	2,483	4 00		9,932 00
Lobsters, preserved in cans..... Lbs.	1,842,340	0 20	368,468 00	
" fresh or alive..... Cwt.	17,605	5 00	120,566 00	
				489,034 00
Coarse and mixed fish..... Brls.	5,935	2 00	11,870 00	
" "..... "			6,690 00	
				18,560 00
Fish as bait..... Brls.	93,209	1 50		139,813 50
" " manure..... "	120,110	0 50		60,055 00
Fish oil..... Galls.	45,670	0 30		13,701 00
Seal skins..... No.	259	1 25		343 00
Total for 1901.....				4,193,264 50
Total for 1900.....				3,769,742 40
Increase.....				423,522 10

## RECAPITULATION

Of the Fishing Vessels, Boats, Nets and other Materials used in the Fishing Industry  
of New Brunswick. for the Year 1901.

Articles.	Value.	Total.
	\$	\$
343 Fishing vessels (4,138 tons).....	145,775	
6,825 " boats.....	227,816	
32,547 Gill nets (1,129,458 fathoms.) .....	693,490	
394 Seines (13,619 fathoms. ....	28,495	
2 Trap nets.....	2,000	
2,204 Smelt bag nets.....	115,860	
220 Bass nets.....	1,320	
416 Weirs.....	164,550	
1,074 Trawls.....	15,313	
7,030 Hand lines.....	4,940	
		1,399,559
221 Lobster canneries.....	127,160	
251,620 " traps.....	221,676	
		348,833
5 Sardine canneries.....	41,000	
2 Clam ".....	600	
1 Fish guano factory.....	5,000	
4 Fish curing establishments.....	7,000	
25 Fish presses.....	3,000	
250 Fish freezers and ice house.....	70,400	
1,216 Smoke and fish houses.....	224,930	
340 Fishing piers and wharfs.....	78,900	
85 " tugs and smacks.....	30,000	
172 " canoes.....	1,720	
85 Weir scows.....	5,000	
60 Pile drivers.....	5,000	
860 Smelt shanties.....	12,880	
		485,430
Total .....		2,233,825



## APPENDIX No. 10.

## PRINCE EDWARD ISLAND

REPORT ON THE FISHERIES OF PRINCE EDWARD ISLAND FOR THE YEAR 1901, BY INSPECTOR J. A. MATHESON.

CHARLOTTETOWN, P.E.I., January 22, 1902.

To the Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—I have the honour to submit my report of the fisheries of this province for the season of 1901, together with tabulated returns showing, by counties and districts, the quantities and values of fish caught.

*Mackerel.*

I am pleased to report a large increase over last season in this branch. Large schools appeared off the North coast of this island early in July, and it was expected by fishermen that an old-time catch would be secured, but after August 1, they gradually fell off and only an average quantity was taken.

*Lobsters.*

I have much pleasure in reporting an increase of 165,423 lbs. over the season of 1900, especially when I find that less traps were used. This goes to show that the supply still holds good, contrary to the expectations of packers and fishermen.

*Herring.*

The catch was not as large as in former years, but enough was taken for lobster and mackerel bait for which this fish is principally used.

*Cod.*

I find a large falling off in this branch, especially in Prince and King's counties, owing chiefly to the fact that the same effort was not made to secure cod as in former years.

*Oysters.*

The catch has been in excess of that of last season. This was not expected as the season did not open until September 23, whereas the 15th was the former date of opening; the season was thereby shortened by seven days, but this had the effect of protecting the fish and securing better prices for the shipper and fisherman.

The beds in North river have been almost abandoned owing to the scarcity of fish which is caused by large numbers of mussels preying upon the oyster.

I would recommend the closing of West river and Pownal for two years.

*Smelts.*

This fishing for the past year was somewhat better than that of 1900, but as prices ruled low, it was not as profitable as in former years.

*Trout.*

Trout fishing was reported good. Although of very little commercial value to the province, it affords much pleasure to our sportsmen and to tourists.

*Hake.*

A large falling off is noticeable in this fishing. I ascribe this to the scarcity of bait and the lack of interest taken by the fishermen.

J. A. MATHESON.

*Inspector of Fisheries.*

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials, &c., in the County of King's, Province of Prince Edward Island, for the Year 1901.

DISTRICTS.	FISHING VESSELS AND BOATS.						FISHING GEAR OR MATERIALS.						KINDS OF FISH.										
	Vessels.			Boats.			Gill Nets.			Trap Net			Trawls.			Salmon, fresh, lbs.	Herring, salted, brls.	Herring, fresh, lbs.	Herring, smoked, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Cod, dried, cwt.	Cod, tongues and sounds, brls.
	Number.	Tonnage.	Value.	Men.	Number.	Value.	Men.	Number.	Fathoms.	Value.	Number.	Value.	Number.	Value.									
<i>King's County.</i>			%			%				%			%										Number.
1 Souris and Red Point.....					90	1450	120	300	6000	2400	50	100	165	1650	400	80000				200	52560	2500	20
2 Bay Fortune.....					40	700	80	120	2400	960	25	50	20	200	200	80	4000			12	28108	200	6
3 Annandale.....					132	2000	300	400	8000	2400	20	40	25	250	150	60000				30	121472	400	6
4 Georgetown.....	4	126	2500	30	80	2000	140	400	8000	2560	60	60	30	300	150	200000	150000			100	95856	600	20
5 Murray Harbour North.....					100	1500	160	250	5000	2000			20	200	100					25	164064	400	10
6 " " South.....	12	296	6000	76	100	2000	180	200	4000	1600			100	800	200					300	62304	2000	30
7 Morell and St. Peters.....					50	1000	100	150	3000	1200			30	300	1600	150				40	47568	300	8
8 Naufrage.....					60	1000	140	200	4000	1600			20	200	100					130	42288	500	9
9 North Lake.....					50	800	100	100	2000	800			15	150	150					40	26208	450	10
10 East Lake.....																							
Totals.....	16	416	8500	106	802	14450	1520	2420	48400	17920	155	250	440	4200	1800	1520	344000	150000	897	751692	8850	137	
Values.....															360	6080	3440	3000	13455	150338	35400	1370	

## SESSIONAL PAPER No. 22

RETURN showing the Quantity of Fish, &amp;c.—Prince Edward Island—Continued.

DISTRICTS.	KINDS OF FISH.																	TOTAL VALUE OF ALL FISH.	Number.
	Haddock, dried, cwt.	Hake, dried, cwt.	Hake, smoked, lbs.	Pollock, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alewakes or gaspereau, brls.	Clams, brls.	Kels, brls.	Caplin, brls.	Oysters, brls.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.		
<i>King's County.</i>																			
1 Souris and Red Point.....	160	1500	3000	.....	.....	1000	1000	.....	25	15	440	.....	1000	200	100	2000	600	100	35,667 00
2 Bay Fortune.....	.....	200	400	.....	.....	2000	3000	.....	40	5	30	24	600	100	50	200	300	100	9,547 60
3 Annandale.....	.....	10	300	.....	.....	4000	1000	.....	10	5	.....	.....	2000	200	100	400	1500	50	32,614 40
4 Georgetown.....	60	300	600	30	400	2000	10000	200	20	60	.....	.....	2000	200	150	450	1350	100	35,746 20
5 Murray Harbour North.....	.....	100	200	.....	.....	1000	1000	40	15	5	.....	.....	2000	50	50	700	2000	.....	39,642 80
6 " " South.....	100	2000	4000	.....	600	500	2000	.....	10	10	.....	.....	1000	200	100	2000	1030	100	32,255 80
7 Morell and St. Peters.....	40	600	1200	30	300	10000	8000	100	20	45	.....	.....	1000	100	50	1000	1330	50	41,412 80
8 Naufrage.....	30	.....	.....	.....	50	1000	1000	.....	.....	3	10	.....	.....	50	40	150	510	.....	12,868 60
9 North Lake.....	40	.....	600	.....	600	3000	500	200	.....	5	30	.....	.....	100	60	200	420	.....	15,462 60
10 East Lake.....	60	300	600	.....	.....	1000	1000	.....	.....	15	20	.....	.....	200	100	300	400	50	11,571 60
Totals.....	500	5300	10600	60	1950	25500	28500	540	140	168	940	24	9600	1400	800	7400	9440	550	266,819 40
Values.....	1500	11925	5300	180	195	2550	1425	2160	560	1680	1470	96	480	5600	1600	2220	14160	275	.....





## SESSIONAL PAPER No. 22

RETURN showing the Quantity and Value of Fish and Fish Products, &amp;c.—Prince Edward Island.—Continued.

DISTRICTS.	KINDS OF FISH.														Total Value of All Fish.	Number.				
	Mackerel, fresh, lbs.	Mackerel, salted, brls.	LOBSTERS, preserved in cans, lbs.	Cod, dried, cwt.	Cod tongues & sounds, cwt.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Hake, dried, cwt.	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or Gaspereau, brls.	Beels, brls.	Oysters, brls.			Squid, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.
<i>Queen's County.</i>																				
1 Tracadie .....	1370	240	59352	2179	40	10000	200	100	...	700	90000	600	48	2100	25	50	500	500	45,840 80	1
2 New London .....	3500	386	64944	952	30	...	...	20	1200	1000	6000	30	15	50	...	150	900	80	27,516 80	2
3 Point Prim .....	...	...	101400	71	10	...	...	...	...	400	20000	...	200	25	...	...	600	400	25,236 00	3
4 Rustico and Covehead .....	419	3000	111024	4438	60	...	...	...	...	500	25000	...	150	...	100	200	600	200	105,911 08	4
5 Wheatley River .....	...	...	...	1300	10	...	...	...	...	500	10000	...	30	...	...	...	600	200	6,150 00	5
6 Pownal .....	...	...	40704	...	...	...	...	...	...	300	5000	...	...	500	...	...	300	400	11,070 00	6
7 Charlottetown .....	...	...	...	...	...	...	...	...	...	...	25000	...	...	...	...	...	...	...	1,250 00	7
8 Crapaud .....	...	...	23760	8	...	...	...	...	...	1000	80000	100	5	2000	...	...	250	300	6,577 00	8
9 Lot 65 .....	...	...	119808	...	...	...	...	...	...	5000	40000	...	120	1000	...	...	150	400	52,986 60	9
10 Bays and Rivers .....	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	47,700 00	10
Totals .....	5289	3626	520992	8940	150	10000	200	120	1200	9400	325000	730	578	5675	125	400	3300	2280	330,239 08	
Values .....	634	54390	104158	35760	1500	300	600	270	120	940	163000	2920	5780	22700	500	120	4950	1140		

RETURN showing the Number, Tonnage and Value of Vessels and Boats and the Quantity and Value of all Fishing Materials, &c., in County of Prince, Province of Prince Edward Island, for the Year 1901.

Number.	DISTRICTS.				FISHING VESSELS AND BOATS.				FISHING GEAR AND MATERIALS.						KINDS OF FISH.					Number.		
	Prince County.				Vessels.		Boats.		Gill-Nets.		SEINES.		TRAP NETS.		TRAWLS.		Herring, fresh, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.		Lobsters, preserved in cans, lbs.	
					Number.	Tonnage.	Value.	Men.	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.						Number.
1	Tignish.				90	3845	204	111	2220	670	4	900	900	21500	10	50	1200	2276	20000	300	100728	1
2	Alberton.				21	875	60	225	4500	1950	2	300	200							236	38808	2
3	Lot 11.				19	635	28	35	700	175					5	25		135			30240	3
4	Narrows.				17	850	45	150	3000	550					2	40		2000		40	38700	4
5	Grand River.				14	210	28	12	1200	600								630			19008	5
6	Richmond Bay.	1	12	300	4	200	4000	160	6	120	24							400				6
7	Summerside.				18	360	25	2	40	8								50				7
8	Traveller's Rest.				105	1890	200	4	80	16								30				8
9	Carleton.				50	2775	90	83	1823	396											46080	9
10	Tryon.				50	3000	200	200	800	1600								1000			94600	10
11	Malpeque.	1	19	200	4	120	5065	244	170	3390	775							500			16800	11
12	Egmont Bay.				19	570	53	36	720	144								45			270482	12
13	Brae and West Point.				54	1760	129	146	2988	727	1	300	300		37	400		630		36	12900	13
14	Mimmgash.				54	2450	114	78	1730	651	2	550	1200		12	240		2400		502	66896	14
15	Nail Pond.				53	980	80	51	1020	255					4	35		728		338	280020	15
16	Skinner's Pond.				16	800	32	35	700	140								1000			62592	16
17	Brae to Higgin's Wharf.				3	60	3													8	31632	17
18	Bidford and Trout River.				2	75	6	8	160	42	5	160	120					70		12	3840	18
19	River lots 5 and 6.				5	140	10	2	40	10								40				19
20	Wellington.																					20
	Totals.	7	151	2600	41	978	31440	1660	1388	25911	8869	14	2210	2720	2	1500		11934	41940	1577	1113386	
	Values																	49736	4194	6048	23655	222677



## SESSIONAL PAPER No. 22

RETURN showing the Quantity of Fish &amp;c.—Prince Edward Island—Continued.

DISTRICTS.	KINDS OF FISH.											FISH PRODUCTS.				TOTAL VALUE OF ALL FISH.	Number.			
	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked finnan haddies, cwt.	Hake, dried, cwt.	Hake, sounds, lbs.	Haitbut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or gaspereau, brls.	Feils, brls.	Oysters, brls.	Squid, brls.	Coarse and mixed fish, brls.			Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.
Prince County.																				
1 Tignish.	800	2000	50	1000	2000					69800							500	2000		1
2 Alberton.	300									49000								905		2
3 Lot 3.										150000		50	2200				175	1500		3
4 Narrows	750							300		10000		10	2000				90	430		4
5 Grand River	20									4000		4	4050				30	300		5
6 Richmond Bay	70								300			10	200					50		6
7 Summerside.	12											6	50							7
8 Traveller's Rest.	20									12000		5						1000		8
9 Carleton										24947							38	1850		9
10 Tryon.		700		80						2000			2000				300	300		10
11 Malpeque.																		5485		11
12 Egmont Bay		16																830		12
13 Brae and West Point		1030		280	759				625	4500		6		30	45		770	600		13
14 Miminigash.		1080		510				2000						92			425	350	50	14
15 Nail Pond.		487		100													64	900		15
16 Skinner's Pond		153								20000		40	100					300		16
17 Brae to Higgin's Wharf										3000		21	2337					90		17
18 Bidford and Trout River.										24000		13	431				15			18
19 River lots 5 and 6		23								4000		25	400				20			19
20 Wellington.		20																		20
Totals.	32	4369	2000	1970	2759	2300	925	2300	925	37647	40	159	19273	122	45	2422	17170	50	16	
Values.	160	17476	60	4433	1379	230	93	230	93	18822	160	1590	77092	488	90	727	25755	25	32	453564



## SESSIONAL PAPER No. 22

RECAPITULATION by Counties showing the Kinds and Quantities of Fish and Fish Products, in the Province of Prince Edward Island, for the Year 1901.

COUNTY.	KINDS OF FISH.																	Number.
	Salmon, fresh, lbs	Salmon, preserved in cans, lbs.	Herring, salted, brls.	Herring, fresh, lbs	Herring, smoked, lbs.	Mackerel, fresh, lbs.	Mackerel, salted, brls.	Lobsters, preserved in cans, lbs.	Lobsters, fresh in shell, cwt.	Cod, dried, cwt.	Cod, tongues and sounds, brls.	Haddock, fresh, lbs.	Haddock, dried, cwt.	Haddock, smoked, tinned haddies.	Hake, dried, cwt.	Hake, sounds, lbs.	Pollock, cwt.	
1 King's.....	1800	.....	1520	344000	150000	.....	897	751692	.....	8850	137	10000	500	.....	5300	10600	60	
2 Queen's.....	.....	.....	19229	20000	.....	5289	3626	520892	.....	8940	150	10000	200	.....	120	.....	2	
3 Prince.....	.....	1200	11934	419440	.....	50404	1577	1113386	32	4369	.....	2000	50	5200	1970	2759	3	
Totals.....	1800	1200	32683	783440	150000	55693	6100	2386070	32	22159	287	12000	750	5200	7390	13359	60	

COUNTY.	KINDS OF FISH.															FISH PRODUCTS.		TOTAL VALUE OF ALL FISH.	Number.
	Halibut, lbs.	Trout, lbs.	Smelts, lbs.	Alwives or gaspe-reau, brls.	Clams, brls.	Eels, brls.	Caplin, brls.	Oysters, brls.	Tom cod or frost fish, lbs.	Squid, brls.	Coarse and mixed fish, brls.	Fish oil, galls.	Fish as bait, brls.	Fish as manure, brls.	Seal skins, number.				
1 King's.....	1950	25500	28500	540	140	162	490	24	9600	1400	800	7400	9440	550	.....	1			
2 Queen's.....	1200	9400	326000	730	.....	578	.....	5675	.....	125	.....	400	3300	2280	.....	2			
3 Prince.....	2300	925	376147	40	.....	159	.....	19273	.....	122	45	2422	17170	50	16	3			
Totals.....	5450	35825	730947	1310	140	905	490	24972	9600	1647	845	10222	29910	2880	16	1,050,623 01			



## RECAPITULATION

SHOWING Yield and Value of the different Fisheries of the Province of Prince Edward Island during the Year 1901.

Kinds of Fsh.	Quantity.	Price.	Value.
		\$ cts.	\$ cts.
Salmon fresh.....Lbs.	1,800	0 20	360 00
" preserved in cans....."	1,200	0 15	180 00
Herring, salted.....Brls.	32,683	4 00	130,732 00
" fresh.....Lbs.	783,440	0 01	7,834 40
" smoked....."	150,000	0 02	3,000 00
Mackerel, fresh....."	55 693	0 12	6,683 16
" salted.....Brls.	6,100	15 00	91,500 00
Lobsters, preserved in cans.....Lbs.	2,386,070	0 20	477,214 00
" fresh in shell.....Cwt.	32	5 00	160 00
Cod, dried....."	22,159	4 00	88,636 00
" tongues and sounds.....Lbs.	287	10 00	2,870 00
Haddock, fresh....."	12,000	0 03	360 00
" dried.....Cwt.	750	3 00	2,250 00
" smoked.....Lbs.	5,200	0 06	312 00
Hake, dried.....Cwt.	7,390	2 25	16,627 50
" sounds.....Lbs.	13,359	0 50	6,679 50
Pollock.....Cwt.	60	3 00	180 00
Halibut.....Lbs.	5,450	0 10	545 00
Trout....."	35,825	0 10	3,582 50
Smelts....."	730,947	0 05	36,547 35
Alewives.....Brls.	1,310	4 00	5,240 00
Clams....."	140	4 00	560 00
Eels....."	955	10 00	9,050 00
Caplin....."	490	3 00	1,470 00
Oysters....."	24,972	4 00	99,888 00
Tom cod or frost fish.....Lbs.	9,600	0 05	480 00
Squid.....Brls.	1,647	4 00	6,588 00
Coarse and mixed fish....."	845	2 00	1,690 00
Fish oil.....Galls.	10,222	0 30	3,066 60
Fish as bait.....Brls.	29,910	1 50	44,865 00
Fish as manure....."	2,880	0 50	1,440 00
Seal skins.....No.	16	2 00	32 00
Total.....			1,050,623 01

## SESSIONAL PAPER No. 22

## RECAPITULATION

SHOWING the number and Value and Vessels, Boats, Nets, Lobsters Canneries, Traps &c.,  
used in the fisheries of the Province of Prince Edward Island, season 1901.

Articles.	Value.	Total.
	\$ cts.	\$ cts.
25 fishing vessel (596 tons).....	11,600 00	
2,325 " boats.....	58,390 00	
4,323 gill-nets (85,386 fathoms) ..	29,944 00	
22 seines (3,960 fathoms).....	3,620 00	
197 trap nets .....	3,350 00	
562 trawls .....	5,225 00	
480 dip nets.....	480 00	
294 smelt nets.....	3,930 00	
5,331 hand lines.....	3,720 00	
		120,259 00
225 lobsters canneries.....	95,520 00	
280,880 lobster traps.....	165,970 00	
		261,490 00
5 freezers and ice houses.....	6,100 00	
171 smoke and fish houses.....	6,126 00	
38 piers and wharfs .....	30,650 00	
11 steamers and smacks .....	970 00	
		43,840 00
Total value.....		425,589 00

## Number of persons employed in the fisheries of Prince Edward Island—

Men in fishing vessels..... 153  
 " boats..... 4,160  
 Persons in lobster canneries..... 2,728

Total..... 7,041

APPENDIX No. II.

FISH CULTURE

1902.

REPORT OF PROF. EDWARD E. PRINCE, COMMISSIONER AND GENERAL INSPECTOR OF FISHERIES FOR THE DOMINION OF CANADA, FOR THE YEAR 1902.

OTTAWA, December 31, 1902.

To the Honourable  
RAYMOND PRÉFONTAINE,  
Minister of Marine and Fisheries,  
Ottawa

SIR,—I have the honour to submit my annual report on the fish-breeding operations carried on under my charge in the various provinces of the Dominion. Ever since the system of fish culture has been placed in my hands I have had the privilege and pleasure of being able to report not merely the continued progress of the operations in the several hatcheries, but the marked growth and increased success of the results accomplished. Reference to the official reports of former years will show that a more or less serious reduction in the total output of fry had in some seasons to be recorded by my predecessor. Circumstances, which are difficult to control or overcome, occasioned a decrease of no less than fifty per cent in the results for some years, but by the judicious apportionment of the more critical part of the work amongst those officers possessed of special qualifications and experience I have been able to avoid the consequences of unfavourable circumstances and at the minimum of cost have been able to achieve maximum results. This year, thanks to the energy and care of the zealous officers in the various hatcheries, the output of fry compares most favourably with the magnificent results of the operations recorded during recent years. The quantity of fish planted far exceeds the average output per annum during the last ten years. The average quantity of fry, I may here state for the period of ten years, from 1893 to the present year, is 222,890,000, and a reference to the statistical statement which follows, in its usual place in my report, affords ample ground for the satisfaction which I have expressed above. Without a staff of officers zealous and earnest in their work, well-versed in the practical details of the technical methods employed, and unsparing in their attention to duty at the more critical times when the eggs or the young fish require constant attention, sometimes during the night as well as during the day, it would not be possible for me this year as indeed for several years past to present a report so favourable and satisfactory as the present.

I have in my former reports pointed out how critical at times are the conditions which arise in the work of artificial fish culture. Stormy or unfavourable weather may interfere with the procuring of parent fish, frost and snow may endanger the welfare of the eggs, during the time of spawning or shortly after, the supply of water in the hatchery tanks from sudden freshets may become muddy and hurtful, or it may run short and become insufficient. Such, and a score other dangers have to be faced, and officers require to be regardless often of their personal comfort and ease in order to achieve such splendid results as are shown in the report I am now able to submit. As examples of the hardships endured by conscientious and zealous officers I may refer to



## SESSIONAL PAPER No. 22

the case last winter of one officer, long in the department's service, who continuously for three days and three nights kept busily at work, without taking any real rest, during a feshet by which the welfare of all the eggs in his charge was endangered. The assistants were able to leave the hatchery for some hours, but the old and venerable head of the hatchery, I was assured by several reliable parties, never left his post except for a very short interval occasionally. Another officer, while in the midst of the spawning operations, found severe weather coming on, and it was difficult to continue work without danger not only to the boats, nets and gear in use, but to himself and his men. He was, indeed, frozen in before he completed his work, but he never relaxed until his hatchery was filled, and he was able to report results of the usual satisfactory character. Sometimes, as at the new Margaree hatchery, all the labour of many months and the valuable fish-eggs obtained at great expense and labour, may run risk of being wholly lost through evil-disposed persons, who criminally injure hatchery property, and attempt to destroy the season's work, happily not with such complete success as they intended. The particulars of this disaster are referred to in the report of the officer in charge. Difficulties arose both at Newcastle, Ontario, and at Gaspé, in the province of Quebec, in connection with the dam constructed to ensure a steady and ample supply of water to the hatchery in each case, and the steps taken by the officers in charge are referred to by Mr. F. H. Cunningham in his detailed report as Inspector of Hatcheries. Mr. Cunningham also gives a statement of the condition of the buildings, and of the repairs, additions, &c., carried out during the year, as well as a reference in each case to the operations carried on, the particulars of the operations being, as usual, fully stated in the reports of the officers in charge of the respective hatcheries.

Three new hatcheries were completed in time for the season's work, though one, on account of the early run of parent fish did not get into operation; but has done so during the present fall. The Gaspé and Margaree hatcheries were, however, successfully operated for the first time, the hatching trays being supplied with ova from other hatcheries, as there was not time to secure parent salmon locally and obtain the necessary amount of ova. In addition to the five species included in the ordinary hatching operations (Atlantic and Pacific salmon, lake whitefish, great lake trout and lobsters), six other fishes have also been dealt with, viz. : black bass, pike-perch or pickerel (*doré*), B. C. steelhead and coho salmon, Pacific spotted trout and brook-trout. The quantities of these last named species were, however, sufficient only for supplying specially urgent demands, and, indeed, it would not be justifiable to undertake the hatching and distribution of these three kinds of fish generally for the reasons, which I have stated at length in a special report forming part of Supplement No. I to the Department's (Fisheries') Report last year. It is not necessary to do more than make a quotation, from my report just referred to, to demonstrate the very valid reasons for the exercise of care and caution. Respecting the first named species I said:—

‘Let us take the brook-trout first, for in the opinion of most people it is a fish which can be regarded as out of place in no lake, river or stream. It is a mistake to introduce brook-trout into lakes in which whitefish are abundant, unless such lakes be of great extent, and contain considerable depths.

‘In our North-west Territories, where fish have a very special value, a value hardly to be paralleled in other provinces less remote from the sea-coast or great lakes, a small lake stocked with whitefish is of far more importance than if stocked with trout. Not only will the same area of water furnish a greater amount of fish-food (if whitefish are planted not trout) but trout are predaceous, whereas whitefish are not. Trout devour other species, and even make war upon each other. It is no doubt impossible in most salmon rivers to exterminate the trout, or prevent their inroads; but every means should be taken to keep their numbers down and successfully check their super-abundance. A salmon river should, as far as possible, be a river for salmon, and no step should be neglected to make it so. On the other hand a trout stream is not to be despised; but a trout stream should be a stream for trout, a stream that is to say, in which every encouragement for their increase and welfare, and every protection against injury and depletion is afforded them. It is justifiable in a good trout stream to exclude and destroy salmon for, as that most enthusiastic of trout culturists, the late Sir James Gibson Maitland once declared,—“trout are most destructive to salmon spawn,”

Of the stocking of waters with black bass I maintain that while 'waters in which black bass abound are to be coveted, these fish should not be desired or planted everywhere. Brook-trout without question will inevitably disappear before the new and pugnacious marauders, and in most cases the trout are the preferable fish. As a matter of fact a lake will sustain far fewer bass than brook-trout, for the reason that the bass are inordinate feeders, and are on the offensive at all times, though especially bellicose in June and July when in most localities they are at the height of spawning, or jealously guarding their nests. Moreover the schools of young fry are great wanderers, and will make their way into all the neighbouring waters, if access be at all possible, passing through very small and shallow channels, when foraging for new feeding grounds.'

Again I say of the wall-eyed pike or pike-perch (*Stizostedion*). 'Such fishes are the wolves of the waters, and their introduction should be attempted with great care and knowledge of the waters into which they are to be placed. Where they become abundant they effectually kill off nearly all other kinds of fishes in the waters they inhabit, especially if they be isolated ponds or lakes where other fishes do not freely migrate into them. If such ponds or lakes contain only the coarser or less valuable forms of fishes, it may be well to stock them with maskinonge and wall-eyed pike, but if fine fish or other desirable game fish are abundant, it is certainly advisable to prevent these wolves beneath the waters from exterminating more valuable forms of life. Here again is decided need of biological investigations to determine what waters should be and what should not be stocked with such fish. Of pike, suckers, perch, catfish and similar coarse predaceous fish little need be said. There may be occasionally muddy ponds or isolated lakes where these fish could be safely planted without risk of their overrunning the whole of the waters of the adjacent district: but it may be laid down as a general rule that these fish do not need the aid of artificial fish-culture, and they should be kept as far as possible within their present range. To introduce them into virgin waters where they will soon inevitably hold supreme sway, outnumbering and overcoming in an incredibly short space of time the indigenous kinds of fish, is criminal.'

The comparatively limited quantity of brook-trout hatched at the Magog establishment was planted in selected waters, for stocking which they were, indeed, procured, and none were available for general distribution, such as would have been possible had there been an ampler supply. After an interval of ten years it was decided to again hatch a quantity of pickerel, or doré, at the Sandwich institution. These were planted in the Thames river, as the quantity (15 millions) did not admit of a more than local distribution, nor indeed is the species one which can be safely included in the scheme of general distribution. Again the experiment of shipping black bass to western waters, which I fully described in my report last year, was carried out once more this year. The department's bass hatching ponds at Belleville, Ont., again worked most successfully, and there was a sufficient quantity of partially grown fry hatched in the ponds and of parent bass, in the adult condition, to allow of a successful shipment. Through the willing and kind offices of Mr. D. McNicoll, second vice-president and general manager of the Canadian Pacific Railway Company, a special car for the purpose was gratuitously placed at the service of the department, and after being fitted up by the department with tanks and a newly devised apparatus for safely conveying the fish, was attached to the transcontinental train in October. The shipment was again placed in the charge of Mr. Cunningham, who had the assistance of Mr. Alexander Finlayson, and the fish, with insignificant loss, reached their distant destinations safely. Of nearly twenty applications for black bass, nearly two-thirds were for waters in British Columbia and the North-west Territories. The arrangements were about completed when it came to the knowledge of the department that the Provincial Government of British Columbia did not regard favourably the stocking of certain lakes in the province. In deciding upon the best localities for planting black bass, every risk of undesirable results to the native species had been carefully considered. Only waters in which prominent local people, chiefly sportsmen and anglers, had strongly urged the introduction of bass were considered at all, and of these, those in which no risk to the indigenous fish was involved were favoured. The widespread desire and influentially urged applications for black bass in the districts bordering on the international boundary line had moved the department to take action, and the only feature which seemed to



## SESSIONAL PAPER No. 22

me objectionable was that the bass might be found to spread into the adjacent U. S. waters, stocking them with fine game fish under conditions which insured little or no adequate protection. It has long been notorious, and admitted in published reports, that fish and game laws are little enforced, if enforced at all, in the western states to the south of the Dominion. While, of course, the department is competent to decide, more so, indeed, than any local authorities, such matters as these, on account of the extensive and varied means of information it possesses, yet the views transmitted from Victoria to Ottawa were at once given every attention, and the various applicants were without delay informed that under the circumstances their applications would not be filled this season. No doubt the haphazard and ill-informed methods of stocking Pacific waters with eastern species (bass, pike, suckers, carp, catfish, eels, &c.) in the states to the south of British Columbia had justly alarmed the authorities in Victoria, but Canadian fish culture, through all its thirty-five years of growth has been marked by care, knowledge and prudent administration. The shipment of black bass was confined mainly to the lakes in the National Park, Banff, N.W.T., while smaller quotas were sent to Buffalo lake, near Lacombe, and to Moyie lake. The superintendent of the park, Mr. Howard Douglas, had spared no effort to ensure the safe reception and planting of the fish, while Fishery Officer Harrison Young efficiently conveyed the bass from Calgary to their destination, in accordance with the ample and adequate arrangements directed by Mrs. Westhead, who had made application for several years for bass. A few weeks later another shipment was sent east in charge of Mr. Andrew Halkett, an expert officer of the department. Part of the bass were planted in a lake near St. John, N.B., and a portion was conveyed across the Bay of Fundy to Digby, N.S., and were planted in a lake selected by Major John Daly. In every case the planting of this fine game fish has been carried out by the department only in waters not directly communicating with salmon or trout rivers.

It is interesting to note that while the hatching and planting of black bass has never formed a prominent or essential feature in Canadian fish-culture, yet the trans-shipment of this species to distant parts of the Dominion or even to trans-Atlantic waters has been carried out from the commencement of the fish-breeding operations. It was in 1867 that Mr. Alexander Begg, of Victoria, B.C., was authorized by the department to secure black bass three inches long and convey them to England. The fish were captured in Lake Joseph by means of baited unbarbed hooks and carried from Gravenhurst, in the Muskoka district, to Montreal via Toronto. Thence they were shipped on board an Allan liner to Liverpool. Mr. Begg recently informed me that he carried the fish in capacious tin boilers, each holding 40 to 50 fish, and that they travelled well. They were taken to the Brighton Aquarium after their arrival in England, and as they survived in an active and healthy condition, they excited much attention. Ten or twelve years ago a few hundred thousand black bass were annually hatched at Newcastle; but it is only seven years ago since the first attempt was made to ship this species across the continent to western waters. The second, a very successful one, was made last year, as fully detailed in my 1901 report, and the present, a third shipment, has met with even more success.

There is one branch of our fish-culture work which can be referred to with special satisfaction. It is the privilege afforded the department for extending courtesies to sister portions of the empire. On two previous occasions the eggs of Canadian fishes have been shipped to New Zealand, Tasmania and New South Wales, and since the publication of my last report intimation has been officially received that a third shipment sent in October, 1901, to Hobart, Tasmania, and Wellington, New Zealand, arrived in a satisfactory condition. Two years ago the B.C. salmon eggs shipped per ss. *Warrimo* from Vancouver to Sydney, N.S.W., for Wellington, New Zealand, turned bad in transit, and *en route* at Honolulu it was found that while the upper trays of eggs were in good condition, the lower ones had died and undergone putrefaction. When the Premier of Tasmania (Hon. N. E. Lewis) applied through the Right Honourable the Premier of Canada in 1901 for a supply of Pacific salmon eggs, arrangements were made for a trans-Pacific shipment. I was at Canso, N.S., when a further request supplementing that of Premier Lewis came asking that the eggs be shipped as early as possible. Supplies of ova can, of course, only be secured when the spawning season



2-3 EDWARD VII., A. 1903

arrives. I made all the necessary arrangements so that this application from Tasmania as well as one from Wellington, New Zealand, could be supplied. After much correspondence with the resident agent for New Zealand in San Francisco, it was arranged that a million sockeye salmon eggs should be handed over to the care of Mr. Alexander Morton, M.P., who left Sydney, N.S.W., about the middle of August to take charge of them, and that three or four hundred thousand of the eggs of the same species of salmon should be shipped to New Zealand.

The latter were packed in eight boxes, each box containing eight trays, while each tray held about 4,000 eggs, hence the total quantity packed was 432,000 for New Zealand. Mr. T. Robinson, Inspector Sword's assistant, took charge of these eggs in transit to San Francisco via Victoria, while Mr. Morton, M.P., superintended the quota of eggs sent direct to the State of Tasmania, early in October. It is extremely satisfactory to report that both shipments proved on the whole highly successful and satisfactory. The Hon. N. F. Lewis, in a letter, dated November 14, informed the Hon. the Minister that the salmon ova were 'landed in Tasmania in a satisfactory condition,' and he adds, 'the officer deputed to take charge of this consignment speaks very highly of the assistance rendered to him by your inspector, and all the other officers, with whom he was brought in contact. Permit me to convey to you the deepest thanks of the people of Tasmania for the valuable gift your government has been good enough to make to this State.' Similarly the ova sent in charge of officer Robinson and handed over to a United States official at San Francisco reached New Zealand with a good percentage of the eggs surviving notwithstanding the long voyage, and the trying circumstances of extremes of climate experienced by the shipment. Secretary W. T. Glasgow, Marine Department, Wellington, wrote on December 16, 1901, that the eggs duly arrived, and notwithstanding serious losses *en route* about 160,000 good healthy eggs were laid down in the hatchery near Wellington. It was found that no less than 30,000 sickly and bad eggs had to be removed from the trays at San Francisco. The cases were then placed in the cool chamber of the mail steamer, and received every attention on the voyage to New Zealand. On arrival at their destination, the eggs were unpacked without delay and over 300,000 eggs were found to have succumbed. It was found that the best results were secured in the cases where more damp moss had been used, and the eggs were less advanced. 'I may add for your information,' said the secretary, 'that the experience of this department in connection with the importation of ova from Great Britain and the United States of America shows that for long distance carriage it is advisable to insulate the cases, that a less number of trays than were in the Canadian cases should be put in the cases, and that the ova should not be laid directly on the perforated bottoms of the trays, but should be packed between layers of moss, that the cloth-covering of the ova should be of very thin material, and that more moss should be used in packing.' The letter concluded with a warm expression of thanks for the kindness and courtesy of the Canadian Government in sending this further supply of eggs.

While the hatching of young fish from ova artificially fertilized from spawn taken from wild parent fish is and always has been chiefly relied upon in our fish-culture work in Canada, there are other methods, some of which have been also tried, while others again have never been adopted in our system. Broadly speaking the stocking of waters may be carried out in eight ways:—

- By (1) Planting fry artificially hatched from artificially fertilized eggs.
- (2) " naturally " " "
- (3) " naturally hatched from naturally fertilized eggs.
- (4) " naturally hatched from naturally fertilized eggs but reared artificially.
- (5) Planting fingerlings and half grown fish hatched on spawning reserves.
- (6) " " " " procured in the natural breeding resorts.
- (7) Planting young larvæ or newly hatched fish bred naturally.
- (8) " adult fish transferred from other waters.

## SESSIONAL PAPER No. 22

Each of these methods has its merits and its possible objections ; but these cannot be discussed or decided in the present report. I can only repeat what I have stated in previous reports and publications that the planting year after year for over thirty years of countless numbers of fry of the more valuable economic fishes must have benefited the waters of the Dominion in a substantial degree.

In order to afford, at a glance, information respecting the actual out-put at each hatchery, the following comparative table has been prepared and indicates in the separate columns, not only the quantities of young fish planted in each case ; but the number of eggs in an advanced state of incubation transferred from and received by the various hatcheries.

Number.	Name of Hatchery.	Number of Fry distributed.	Number of Eggs sent to other Hatcheries.	Number of Eggs received from other Hatcheries.	Species of fish.
1	Bedford, N.S. ....	960,000			Atlantic salmon.
2	Bay View, N.S. ....	120,000,000			Lobsters.
3	Margaree, N.S. ....	95,000		1,500,000	Atlantic salmon.
4	St. John River, N.B. ....	998,000			" "
5	Miramichi, N.B. ....	1,700,000	1,100,000		" "
6	Restigouche, N.B. ....	2,310,000	400,000		" "
7	Gaspé, P.Q. ....	734,000			" "
8	Tadoussac, P.Q. ....	2,700,000	100,000		" "
9	Magog, P.Q. ....	360,000		35,000	" "
	" .....	565,000		370,000	Lake trout.
	" .....	10,000			Speckled trout.
10	Newcastle, Ont. ....	650,000			Great Lake trout.
11	Sandwich, Ont. ....	15,000,000			Pickeral or doré.
	" .....	85,000,000	30,000,000		Lake whitefish.
12	Ottawa, Ont. ....	1,245,000		1,250,000	Great Lake trout.
13	Bon Accord, Fraser R., B.C. ....	166,000			Cohoos, steelheads and spotted trout.
14	" " .....	9,048,000	1,400,000		Sockeye salmon.
	Granite Creek, Shuswap Lake, B.C. ....	6,760,000			" "
15	L. Lakelse, Skeena R., B.C. *				" "
16	Selkirk, Man. ....	23,000,000		30,000,000	Lake whitefish.
	Totals. ....	271,401,000	33,000,000	33,155,000	

\* Completed too late to operate.



FISH CULTURE.

STATEMENT showing the Places where and the Years in which the several Fish Hatcheries have been erected; also the number of fry distributed from each Establishment annually since they were built, including the year 1902.

Number.	Year.	ONTARIO.			QUÉBEC.			NEW BRUNSWICK.			Number.
		Newcastle.	Sandwich.	Ottawa.	Magog.	Tadoussac.	Gaspé.	Restigouche.	Miramichi.	St. John River.	
		Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	Fry.	
1 1868-73.		1,070,000									1
2 1874.		350,000				60,000	110,000	100,000	60,000		2
3 1875.		650,000				150,000	50,000	600,000	150,000		3
4 1876.			8,000,000			1,180,000	1,051,000	300,000	60,000		4
5 1877.		1,300,000	8,000,000			707,000	650,000	600,000	320,000		5
6 1878.		2,005,000	20,000,000			1,250,000	1,597,000	1,015,000	665,000		6
7 1879.		2,002,700	12,000,000			1,155,000	730,000	1,470,000	1,025,000		7
8 1880.		1,923,000	13,500,000			384,000	500,000	1,500,000	805,000		8
9 1881.		3,300,000	16,000,000		200,000	660,000	530,000	740,000	770,000	170,000	9
10 1882.		4,841,000	44,000,000		975,000	995,000	520,000	1,400,000	640,000	50,000	10
11 1883.		6,053,000	72,000,000		250,000	985,000	859,000	300,000	925,000	588,000	11
12 1884.		8,800,000	38,000,000		100,000	720,000	290,000	660,000	795,000	811,000	12
13 1885.		5,700,000	67,000,000		300,000	1,627,000	575,000	1,380,000	900,000	135,000	13
14 1886.		6,451,000	57,000,000		1,400,000	800,000	630,000	1,500,000	945,000	2,181,000	14
15 1887.		5,130,000	56,500,000		3,475,000	950,000	800,000	1,720,000	900,000	2,470,000	15
16 1888.		8,076,000	56,000,000		3,475,000	850,000	450,000	1,280,000	1,240,000	4,142,000	16
17 1889.		5,846,500	21,000,000		2,800,000	1,600,000	800,000	2,396,000	850,000	3,570,000	17
18 1890.		7,736,000	52,000,000	5,732,000	2,875,000	1,700,000	800,000	1,750,000	1,022,000	3,492,000	18
19 1891.		7,807,500	75,000,000	7,043,000	3,050,000	1,300,000	1,000,000	1,240,000	1,303,000	3,105,000	19
20 1892.		4,823,000	44,500,000	4,903,000	2,400,000	624,000	965,000	883,000	1,310,000	2,378,000	20
21 1893.		9,835,000	68,000,000	6,208,000	3,600,000	2,060,000	910,000	1,080,000	975,000	3,239,000	21
22 1894.		6,040,000	47,000,000	4,480,000	2,035,000	1,975,000	850,000	2,885,000	1,010,000	4,096,000	22
23 1895.		6,000,000	73,000,000	3,210,000	3,330,000	2,060,000	675,000	1,250,000	1,200,000	4,060,000	23
24 1896.		5,200,000	61,000,000	3,950,000	3,400,000	3,272,000	300,000	2,100,000	-1,430,000	4,068,000	24
25 1897.		4,200,000	72,000,000	4,100,000	4,500,000	2,200,000	1,100,000	1,135,000	1,558,000	4,155,000	25
26 1898.		4,325,000	71,000,000	3,020,000	3,100,000	3,272,000		1,357,000	1,357,000	3,290,000	26
27 1899.		5,050,000	73,000,000	3,700,000	3,098,000	2,125,000		1,025,000	1,605,000	3,980,000	27
28 1900.		5,175,000	90,000,000	3,450,000	3,099,000	1,400,000		1,235,000	1,620,000	3,957,000	28
29 1901.		5,000,000	67,000,000	3,410,000	3,135,000	2,960,000		1,750,000	1,800,000	3,005,000	29
30 1902.		650,000	100,000,000	1,245,000	3,955,000	2,700,000	734,000	2,310,000	1,700,000	908,000	30
Totals.		137,100,200	167,000,000	54,458,000	49,112,000	40,049,000	16,683,000	37,434,000	29,390,000	58,702,200	



## SESSIONAL PAPER No. 22

## FISH CULTURE.

STATEMENT showing the Places where and the Years in which the several Fish Hatcheries have been erected, &amp;c.—Continued.

Number.	Year.	NOVA SCOTIA.				P. E. ISLAND.		BRITISH COLUMBIA.		MANITOBA.		Totals.	Number.
		Bedford.	Sydney.	Margaree.	Lobster Hatchery, Bay View.	Dunk River.	Fry.	Fraser River.	Granite Creek, Sticamous.	Saskatchewan.	Fry.		
1	1868-73.											1,070,000	1
2	1874.											510,000	2
3	1875.											1,570,000	3
4	1876.	395,000										9,635,000	4
5	1877.	1,000,000										13,451,000	5
6	1878.	1,400,000										27,042,000	6
7	1879.	1,740,000										21,684,700	7
8	1880.	730,000				500,000						21,613,000	8
9	1881.	680,000				375,000						22,949,000	9
10	1882.	850,000	315,000			1,000,000						55,859,000	10
11	1883.	800,000	659,000			1,210,000						83,784,500	11
12	1884.	1,000,000	853,000			1,000,000						53,143,000	12
13	1885.	670,000	772,000			1,100,000		1,800,000				81,067,000	13
14	1886.	950,000	1,175,000			400,000		2,625,000				76,724,000	14
15	1887.	4,230,000	1,415,000			500,000		4,414,000				79,273,000	15
16	1888.	4,330,000	1,559,000					5,807,000				88,109,000	16
17	1889.	3,890,000	2,034,000					4,413,000				97,703,000	17
18	1890.	2,550,000	1,953,000					6,640,000				115,772,300	18
19	1891.	2,620,000	690,000		7,000,000			3,603,800				135,959,500	19
20	1892.	3,180,000			63,500,000			6,000,000				238,314,000	20
21	1893.	3,805,000	288,000		133,600,000			5,764,000				294,040,000	21
22	1894.	3,815,000	195,000		160,000,000			7,800,000		14,500,000		294,040,000	22
23	1895.	4,225,000	243,500		168,200,000			6,300,000		4,500,000		294,040,000	23
24	1896.	3,450,000	496,000		100,000,000			10,393,000				294,040,000	24
25	1897.	3,000,000			90,000,000			5,928,000				198,839,000	25
26	1898.	3,000,000			85,000,000			5,850,000		9,000,000		192,477,000	26
27	1899.	4,025,000			100,000,000			4,742,000		20,000,000		292,350,000	27
28	1900.	3,970,000			120,000,000			6,200,000		32,000,000		295,990,000	28
29	1901.	3,980,000			110,000,000							303,540,000	29
30	1902.	900,000		95,000	120,000,000			9,214,000	6,760,000	23,000,000		271,401,000	30
Totals.		68,135,000	13,652,500	95,000	1,277,300,000	6,145,000		98,089,500	6,760,000	122,000,000		3,391,105,200	

2-3 EDWARD VII., A. 1903

An increased annual appropriation, consonant with the more intelligent and rapidly growing appreciation of the work of the hatcheries has enabled the efficient staff of officers under me to accomplish the disproportionately large success which I am in a position to record. The Dominion now possesses no less than sixteen fine institutions which are a credit to the department, and if the three new hatcheries now in progress in New Brunswick (at Shemogue, and Shippegan Island) and in Prince Edward Island (near Charlottetown) are ready for operation during the coming season, as is intended, the Dominion will then possess no fewer than nineteen capacious hatcheries, capable of turning out annually a largely increased quantity of young fish for stocking the waters of the various provinces.

I annex the report of the inspector of hatcheries and the reports of the several fishery officers in charge of the hatcheries of the Dominion.

I have the honour to be,

Your obedient servant,

EDWARD E. PRINCE,

*Commissioner of Fisheries and General Inspector of Fisheries for Canada.*

## ANNEX A.

OTTAWA, December 17, 1902.

Professor E. E. PRINCE,  
Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—As inspector of fish hatcheries for the Dominion of Canada, I have the honour to submit my report on the condition of the various fish hatching establishments during the year just closed, and I make detailed reference to the hatching operations carried on.

*Newcastle Hatchery.*

The operations at this establishment were considerably interfered with during the early spring owing to an unprecedentedly heavy freshet, which carried away the dam and thus cut off the supply of water from the hatchery. The eggs were then all removed to the hatchery at Ottawa and being in a semi-hatched condition, the transfer was accomplished without injury and the hatching process was thus completed without serious loss. The fry were distributed in the waters that are usually supplied from the Newcastle hatchery.

During the summer a completely new structure has replaced the old dam, which is expected to remove all source of danger from future freshets. The wooden supply pipe has been replaced by iron piping and the gate-valve removed from the dam to the hatchery, which is a decided improvement to the internal arrangements. The building is now in good condition and no extensive repairs are needed.

*Sandwich Hatchery.*

This establishment has again had a very successful hatching season, the fry being distributed in splendid condition.

During the year considerable improvements to the building were effected, the engines being placed in new positions, and thus in addition to providing room for the new pump, gives more space for performing the many minor details that are ever cropping up in institutions of this kind.

In the spring a very successful hatching of pickerel eggs was accomplished at this hatchery, it having been estimated that fifteen millions of young pickerel were liberated.

The building is again filled with eggs and the outlook is bright for another season's profitable work.

No expensive repairs are needed, but before another season it will be necessary to replace some of the water supply troughs.

*Ottawa Hatchery.*

The success at this establishment is very gratifying this year, especially when the crowded condition of the eggs, owing to the transfer of those from Newcastle, is considered. The young fish were distributed in Ontario and Quebec waters in good condition.

As heretofore, many have visited the hatchery during the year and it appears that great interest is being taken by the public in the fish-breeding operations as conducted by the department.



2-3 EDWARD VII., A. 1903

*Magog Hatchery.*

Last season, in addition to the salmon trout eggs, a supply of salmon eggs were laid down and a successful season's work resulted.

The building was in great need of repairs and it was found necessary to completely overhaul the interior, and the much needed repairs were finished in time to receive the eggs for the current season's work. The building is now in first class condition and continued good results from the operations there may be looked for.

*Tadoussac Hatchery.*

This establishment has been very successful during the year and is doing good work for the Saguenay river and adjacent waters. The building is in fairly good repair, but the dam will probably need some overhauling during the coming summer.

Owing to the location of this hatchery, it is visited by large numbers of tourists during the summer months, and something might be done to add to the attractiveness of the place.

*Gaspé Basin Hatchery.*

This year completes the first season's operations at this hatchery. As previously stated, the eggs were procured from the department's retaining pond at Carleton, New Brunswick, and a successful season's work has resulted. The dam gave considerable trouble, but during the summer substantial repairs have been effected, which are expected to minimize danger from leakages and freshets in the future.

The results from the lobster hatching operations were not as successful as was expected, but now that the building is completed the success of next season's operations is anticipated.

*Restigouche Hatchery.*

The operations at this hatchery during the season have been successful and the usual large number of young salmon have been planted in the waters adjacent to the hatchery.

During the season a pond for the retention of young salmon, for a period of six months, has been constructed at a point adjoining the hatchery. It is expected that this pond will largely augment the good work now being done at this hatchery.

A small extension to the building, for the use of the caretaker, has also been built during the past season. The hatchery proper is in good repair and no expenditure is needed on its account.

*Miramichi Hatchery.*

This establishment is accomplishing its usual good work. During the past summer the fences surrounding the property have been repaired. The building is in fairly good condition, considering its age; but some repairs will be needed next summer to the small annex used as a kitchen by the officer in charge.

*Grand Falls Hatchery.*

The eggs for this establishment are procured from the retaining pond at Carleton, New Brunswick. The operations are conducted in a very satisfactory manner and the work accomplished is uniformly good.

During the past summer some repairs were made to the interior of the building.

*Bedford Hatchery.*

This establishment is also supplied with eggs from the Carleton retaining pond. The past season has been successful and the hatchery is conducted satisfactorily.

*Bay View Hatchery.*

At this point a lobster hatchery is very satisfactorily and successfully conducted and the past season's operations have been very gratifying.

Some repairs will be needed during the coming summer.

## SESSIONAL PAPER No. 22

*Selkirk Hatchery.*

It is a pleasure to report that success crowned the efforts put forth by this department to produce good results at this establishment for this year. Last fall a shipment of white-fish eggs was sent from the east, accompanied by an experienced officer, who remained at Selkirk until the hatching process was completed and the fry successfully distributed.

During the past summer a new fence has been built around the government property, the supply pipe extended to the centre of the river and other much needed improvements effected.

*British Columbia.*

The hatcheries at Bon Accord and Granite creek have again had a very satisfactory season's operations. These hatcheries are now filled with eggs and conditions are very promising for further good work.

The latest reports received from the new hatchery completed during the past summer on the Lakelse river state that the required number of eggs had been procured to fill the hatchery and a very successful season is anticipated.

*Bay of Quinte Bass Pond—Ontario.*

The operations covering the hatching of small-mouthed black bass at this pond have proved very successful. Last spring a number of mature bass were placed in the retaining pond. These fish commenced spawning on May 13 and on the 27th of the same month young bass were seen in the pond. By the end of June the pond was literally alive with young fish,

This pond, with its supply of pure spring water and abundance of natural food, is particularly well adapted for the natural propagation of this species of the sporting variety of fish.

Owing to a phenomenal rainstorm which occurred in that section of the country during the latter part of the summer, the pond and subway overflowed, resulting in a large number of young fish being washed into the Bay of Quinté.

Last year's report contained a reference to a shipment of live bass from this pond to the waters of the North-west Territories and British Columbia, and the department was strongly urged to augment the work of last season by an additional shipment this year, to be confined to the waters of Manitoba and the North-west Territories. This was successfully carried out, and bass were planted in Moyie, Buffalo and Devil's lakes. Mature fish, weighing from three to five pounds, were planted in Devil's lake, and although these bass were carried a distance of two thousand three hundred miles and were five days in transit, they were liberated at their destination in splendid condition. The loss of fish on the whole trip was nominal and did not exceed ten per cent, and only two mature fish out of thirty succumbed on the journey. Of course, the conditions of the weather form an important factor when undertaking a trip of this character. A humid, close atmosphere is fatal to young fish when removed from their natural environments. This fact was fully proved when attempting a shipment of bass to the west on September 29 last. The weather turned so warm that it was necessary to postpone the journey pending the return of a cooler temperature. The Canadian Pacific Railway officials extended every assistance towards the success of the undertaking, and their kindness was fully appreciated by the officer in charge of the shipment. The fact might be mentioned that for eleven hundred miles of this journey it is impossible to procure any fresh water, and as it is not possible to carry sufficient water for this long distance, the difficulty is overcome by using a process in the car which enables the use of the same water as often as occasion may require. Without this device the difficulties of carrying fish such a long distance would be greatly increased.

In conclusion, I am able to report that the officers in charge of the various hatcheries have worked faithfully, with the result of making the past season's operations so generally successful.

Respectfully submitted,

F. H. CUNNINGHAM,  
*Dominion Inspector of Fish Hatcheries.*



## ANNEX B.

## 1.—BEDFORD HATCHERY, NOVA SCOTIA.

BEDFORD, N.S., November 8, 1902.

Prof. E. E. PRINCE,  
Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—I beg to submit my annual report of the operations at Bedford hatchery for the season of 1902.

Last November, about one million salmon eggs were brought here from the retaining pond at St. John, N.B., and laid down in troughs. With but a small percentage of loss they were hatched and distributed as follows :—

Salter's River, Lunenburg Co., N.S.	80,000
Hoosers River, Halifax Co., N.S.	80,000
Sackville " "	80,000
Nine-Mile " "	60,000
Pennant " "	80,000
Rawden " "	80,000
Cornwallis " King's Co., N.S.	60,000
Gaspereaux " "	60,000
Annapolis " Annapolis Co., N.S.	120,000
Lake Paul " "	60,000
Carribou " Pictou, Co., N.S.	60,000
Cole Harbour River, Guysboro Co., N.S.	80,000
Scadouc River, Westmorland Co., N.B.	60,000
Total	960,000

750,000 eggs from the Carleton pond were laid down last week.

Salmon have been very plentiful during the past season, in the Bedford basin. Small quantities were taken in nets, during July, and some few were caught with fly in the pools of the Sackville river, above the hatchery. Some of those caught in nets were about twelve to fifteen pounds weight, but those caught in the river by rod did not exceed five pounds in weight.

Mr. T. McMullan, ex-M.P.P., of Colchester, who planted 10,000 rainbow trout in a lake in that county, informs me that they are growing rapidly, and to prevent extermination he has stopped public fishing in those private waters.

Some necessary repairs have been made during the summer to the hatchery, and it is now in good working order.

I am, sir, your obedient servant,

ALFRED OGDEN.



## 2.—ST. JOHN RIVER HATCHERY, NEW BRUNSWICK.

GRAND FALLS, N. B., November 17, 1902

Prof. EDWARD E. PRINCE,  
Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—In accordance with the rules of your department, and the directions contained in the circular of instructions from your office dated the 6th instant, I have the honour to make my annual report in connection with the work done and performed at the St. John river fish hatchery, under my supervision during the present year.

On October 26, 1901, according to instructions I went to the Carleton pond and as usual rendered assistance in spawning the salmon that were therein impounded. After the work was finished I returned home to the hatchery, having got my quota of eggs about 1,200,000 which were carefully carried in two separate lots to the hatchery and placed in the troughs where they were scientifically handled all through the winter. They yielded a gratifying percentage of young fish in the spring and were planted in the following named rivers and lakes situated in the counties specified.

*Distribution of the Fry.*

Maduxnakeag River, Carleton County.....	96,000
Butter Lake, Kings County.....	48,000
St. Croix River, Charlotte County.....	144,000
Tobique River, Victoria County.....	100,000
Skiff Lake, Carleton County.....	50,000
Salmon River, Victoria County.....	100,000
Dann Lake, Victoria County.....	10,000
St. John River in different localities.....	450,000
Total .....	998,000

*Repairs.*

After the fry were all out the usual process of cleaning, varnishing, painting, &c. was attended to, making preparation for the ensuing year. Considerable repairs were made in and around the hatchery in the course of the present season, such as renewing a portion of the floor, shingling the coal shed and a slight repairing of the roof of the hatchery also the repainting of the principal part of the exterior of the building, the tops of the troughs in the hatching room and some new stovepipes—all of those repairs being made by official sanction from the department. They were certainly much needed to keep the hatchery in good working order.

It is not necessary for me to make any reference to the work of stripping the salmon or the collection of the eggs, this year, at the Carleton pond, St. John, N. B. I received instructions from you to await intimation from St. John as to the date on which my quota of eggs would be ready and accordingly on November 4 I went to the Carleton pond, and received five cases of eggs. I conveyed them to the hatchery arriving on the 6th inst. and had them placed in the troughs the same night. Next day I started back with my five empty cases to have them again filled as arranged before I left St. John with the first lot. Three cases were then handed into my charge, and this was

2-3 EDWARD VII., A. 1903

the total apportioned out to the Grand Falls hatchery, the eight cases containing in all about 1,000,000. These eggs being in good condition the resulting fry will be a great benefit to the community, as their distribution, as a rule is confined to the most favourable waters. There are exceptions at times. Frequently an application is made to the Fisheries Department for a given quantity of young fry for some place or locality where the waters are entirely unsuited to the fry asked for. If the better judgment of the officer be followed and employees refuse or demur to plant the fry in such waters, then neglect or disobedience of orders is charged against them, and they are sometimes reprimanded therefor. At other times it is not possible to comply with all the applications that are forwarded for the simple reason that the fry have got too old to be carried with safety such long distances as would be required to fill orders, therefore we are compelled in order to preserve the fry to put them into the waters most convenient and accessible. This establishment I consider at the present time to be in first class order for the purposes for which it was intended. It is supplied with a never-failing abundance of pure clear water, and is conveniently situated within about fifty rods of the famous St. John river, on its western bank and within four rods of the C. P. R. track, being provided with a special siding for its own use.

Notwithstanding the very great amount of both legal and illegal fishing in the inland rivers and lakes, the stock of fish inhabiting these waters has been fully kept up to the mark, and it seems to be the general opinion that such favourable results are to be attributed to the work of artificial fish-culture carried on in the fish-breeding establishments under your superintendence. All the foregoing brief report is most respectfully submitted.

I am, sir, your obedient servant,

CHAS. McCLUSKY,  
*Officer in Charge.*

### 3.—MIRAMICHI HATCHERY, N.B.

SOUTH ESK, N.B., December 1, 1902.

Prof. EDW. E. PRINCE,  
Commissioner of Fisheries,  
Ottawa.

SIR,—I beg to submit the following report upon the operations at this hatchery during the past year. I am pleased to state that the work has been attended with success, and that a large number of salmon fry have been planted in the Miramichi river and its tributaries.

At the time of making my last annual report, and as stated therein, there was 2,900,000 ova in the troughs of this hatchery. This large number of ova taxed the capacity of the hatchery to its utmost, and it was only by the greatest care that they were successfully carried through the winter season. During the first week in April the assistant officer, in obedience to your instructions, transferred 1,100,000 of these ova to the new hatchery at Margaree, Cape Breton. It is a regrettable fact that the fry hatched from these ova were afterwards destroyed by evil disposed persons, who entered the Margaree hatchery and scooped them from the breeding troughs to the concrete floor of the building. The ova remaining after the above number was trans-



## SESSIONAL PAPER No. 22

ferred to Margaree were hatched with an approximate loss of 100,000, leaving a balance of 1,700,000 fry, which were distributed in the following rivers:—

Main North-west Miramichi river. ....	450,000
Head waters of North-west river. ....	300,000
Main South-west Miramichi river. ....	250,000
Little South-west Miramichi river. ....	500,000
Renous river. ....	100,000
Mill stream. ....	80,000
Stewart's brook. ....	20,000
Total. ....	<u>1,700,000</u>

Owing to the impassable condition of the roads it was impossible to plant any fry in the Sevogle river this year. Consenting to the request of several fishermen, the Mill stream was examined, and, the conditions being found favourable, about 80,000 fry were planted therein, as shown by the above list. This stream can be counted on as a very good planting ground in the future, and it has the advantage of being only a short distance from the hatchery. Previous to this there were several obstructions upon it, but these have been removed during the past two years.

The conditions in which the fry were planted in the various streams and the manner in which the work was carried out has been highly spoken of by the resident fishermen as well as by the American anglers who were on the rivers during the time of distribution.

*Repairs.*

When repairing the hatchery in 1901, there was no provision made to control the volume of water flowing from the supply tank into the hatching troughs, and as it was found necessary that some arrangement should be made for that purpose, a new system of taps was placed in the supply tank during the month of April. These taps have given perfect satisfaction, and the flow of water can now be regulated in each trough as required.

During the summer and autumn months, the outside of the hatchery was painted, and the clapboarding and windows repaired where necessary. The old building used as a storehouse, which was built about twenty-eight years ago, and which had become very dilapidated, was pulled down, and a substantial storehouse 16x40 feet erected in its stead. This new building, as well as the one used as a coal and wood house, was shingled all over, and are now first-class outbuildings. Owing to the lateness of the season when this work was completed, the painting of these outbuildings had to be postponed until next spring. The work of repairing the fences about the grounds had also to be allowed to stand until next season. At present all the buildings are in good condition, having been very much improved during the past summer season, and when the new fences are built and some other improvements made about the grounds, the property will present a much better appearance than it previously had.

*Collection of Parent Fish and Ova.*

During the first week of September the retaining pond was thoroughly dredged and all the sediment that had collected during the spring and summer freshets was removed. A small building was erected up river for the accommodation of the men who net the supply of parent fish. The building previously used for this purpose had been carried away by the spring ice reshet. A new seine was also obtained, as the old one was completely worn out. After these preparations had been made, operations were commenced for obtaining a supply of parent fish, in the same manner as has heretofore been followed at this hatchery, viz., by stand of set nets on the Little South-West



2-3 EDWARD VII., A. 1903

Miramichi, and by seining the pools on the north-west. This branch of the work was not as successful this season as was anticipated, as about the time the men were in readiness to begin seining very heavy rains came on which caused the rivers to rise so high that it was impossible to operate the nets, and the fish that were in the pools within reach passed up to the headwaters, where it was impossible to secure them. After this freshet the fish did not enter the rivers in such large numbers as they usually did other years, and it was only by the greatest exertions and by continuous seining that any fish at all were obtained. Thus, although the number of fish was not nearly so large as was obtained during the previous seasons, the expense was considerably greater, owing to the increased amount of labour necessary to obtain them.

The total number of fish secured and placed in the retaining pond was 170, consisting of 105 females and 65 males. These yielded 815,000 healthy ova. In addition to this number 250,000 were received from Carleton pond, at St. John. This shipment was transferred here by the assistant officer, when returning from Carleton, where he assisted Mr. Mowat to collect and forward the ova to the different hatcheries, supplied from that retaining pond. These eggs are all in good condition, and make a total of 1,065,000 now in the hatchery. From these it can be safely estimated that fully 1,000,000 fry will be hatched next spring.

*General Remarks.*

The past season has been a very successful one for the salmon fishermen of this river and bay, in fact much better than has been experienced for quite a number of years. The fish entered the river very early, and one of the dealers informed me that about June 25 he had obtained more salmon up to that date, than he had during the whole season the previous year, from the same number of nets. As the catch for the season of 1901 was about normal, the statement of this dealer shows that the fish were exceedingly plentiful this season. Other fishermen and dealers who have been asked for information admit that the catch was exceptionally good. These men all appreciate the work carried on at this hatchery, and are convinced, that it is only by the continuous planting of fry in the streams that the supply of fish can be kept up to the present standard.

In conclusion I might suggest to your department the advisability of erecting a reservoir at the hatchery, similar to the one at Restigouche for the purpose of rearing salmon and trout fry, and retaining them for six months or one year. This can be done at a small expense here, as the site is very favourable for the erection of such a pond, and I am convinced that such an undertaking would be both successful and beneficial. In view of the numerous applications for trout fry for ponds and lakes, it would be advisable another season to procure a supply of trout ova for the purpose of stocking these small lakes of which there is quite a number in this locality. If there was a pond erected wherein these fry could be retained until they are at least six months old, the advantage to be gained by planting fish of that age can readily be seen. The parent trout could easily be obtained on any of the streams during the month of August, at no great distance from the hatchery. The breeding of a limited number of these fry would add very little to the present expense of conducting the hatchery, and should certainly receive attention another year.

I am, sir,

Your obedient servant,

ISAAC SHEASGREEN.

## SESSIONAL PAPER No. 22

## 4.—RESTIGOUCHE HATCHERY, N.B.

FLATLANDS, NEAR CAMPBELLTON, N.B., November 15, 1902.

Professor E. E. PRINCE,  
Dominion Commissioner of Fisheries,  
Ottawa, Ont.

DEAR SIR,—I beg to submit my annual report upon the operations of the Restigouche hatchery under my supervision during the past year, 1902.

The fry hatched from the crop of eggs, viz.—3,010,000—collected a year ago were distributed in the following rivers and lakes :—

Ball's Lake, St. John County .....	50,000
Tête-a gauche river.....	100,000
Jacquet " .....	50,000
Bonaventure " .....	180,000
Upsalquitch " .....	300,000
Metapedia " .....	800,000
Restigouche river, between hatchery and Kedgwick river..	830,000
Margaree hatchery, semi-hatched or eyed eggs.....	400,000
Grand total.....	2,710,000

Estimated loss of dead and decayed eggs removed during period of incubation 300,000, leaving the grand result as shown above of 2,710,000 healthy fry distributed in excellent condition in the various rivers and lakes of the province. 700,000 of these eggs were collected and brought from the Carleton pond, St. John, and hatched in the Restigouche nursery, so that by the distribution of a few fry in other rivers than the Restigouche does not necessarily rob the Restigouche river of any of its natural crop of fry as certain complaints received from time to time, would make it appear.

*Government nets at Tide Head.*

As an experiment and trial, your department thought it judicious that only one government net be operated at Tide Head the past season, and in lieu thereof, ordered the purchase of any live, healthy fish which might be obtained from the licensed netters lower down, in order to make up the deficiency and guarantee a full supply of stock fish to fill the hatchery with eggs.

The rebuilding of the retaining pond for the reception and impounding of the parent salmon commenced on May 12, and the first five fish were deposited in the pond as early as the 24th, but owing to a high freshet, the nets were swept away and no more fish taken until June 5. On June 26, the nets were again torn away with high water and debris and were not replaced until July 3. Notwithstanding the difficulties the fishing of live salmon at Tide Head, and the fact of the nets having been taken away at a time too, when the best run of salmon was passing into the river, 253 fine large salmon constituted the total catch, these were supplemented by 56 fish purchased from four stands of the licensed netters,—all the live salmon it was possible to obtain from them—this seems all the more remarkable because the department assisted the netters in equipping their nets to preserve the fish alive and paid them the handsome figure of \$3.25 per fish. Even with all this, the netters prefer to catch dead fish, they claim it pays them better with less trouble. It bears out my former reports of the difficulty of catching live fish



2-3 EDWARD VII., A. 1903

in the Restigouche, where there is so little ebb and flow of the tide and such a strong current and so much debris and logs going adrift. The total catch then, from the Government net and those purchased was 309 salmon. 24 of those purchased died after being placed in the pond and were removed leaving 285 spawning fish. These were placed in the divisions on October 20, when the manipulation of the fish and collecting of the eggs began. 210 females yielding 2,150,000 eggs were operated upon and 75 males, a most remarkable preponderance of females over males which has never occurred at this hatchery, and as the fish were extra large, the hatchery in consequence is well filled with beautiful eggs. Had not the government net been swept away so many times, it would certainly have taken more fish, but this net cannot always be depended upon and is not sufficient to capture a full supply of parent fish. It is set on the middle ground between the north and south channels of the river, and when the river drops down in June, the fish keep the channel, and the government net takes very few.

#### *Improvements at Hatchery.*

All the equipment and inside fittings of the building were painted and varnished and made ready for the reception of the ova this fall. Also a living or dwelling house 25 x 30 feet was built and joined to the west end of the hatchery for the caretaker and his family. This was very much needed, as heretofore the living room was immediately over the water and hatching room, and owing to the unhealthy condition of such a place to live, it was decided to build a small cottage which will repay the cost in a short time in the saving of fuel.

#### *Retaining pond for fry at Hatchery.*

This pond is the first of its kind in Canada. I have been urging upon the department for several years the great importance of such a pond and I can truly say it is one of the most interesting and important pieces of work ever performed at any of the hatcheries.

The idea of the pond is to retain 100,000 salmon fry and feed and rear them for six months before liberating them in the river, this pond is situated within five feet of the east end of the hatchery at Flat Lands, N.B. It is forty feet square, six feet high the walls two feet thick, built of stone and concrete, and excavation of the ground and gravel was made five feet deep and a concrete bottom laid six inches thick. The pond is supplied by water from two sources, the surplus hatchery pipe connects with it and a second iron pipe connecting with the supply pipe feeds it. The water can be shut off and controlled at will, no other fish or brook trout can get in with the fry. The surplus water from the pond escapes from the surface through a large screened tank which prevents the escape of the fry. When the fish or fingerlings are six months old and ready for distribution, a pipe connecting with the bottom of the pond can be opened and the fish allowed to pass into the river.

#### *Food for the Fry.*

This is a very delicate question to which I have given a great deal of thought. The fry must not be given any hard or stringy substance, as the small larval fish at the age of six weeks when it begins to feed, is quite voracious yet very delicate and unable to dislodge any tough or stringy substance which is certain to adhere to the gills and cause death. In the United States and England boiled and grated liver is generally used. I propose to adopt the following: raw fish, pulverized, then grated in a perforated pan and the fluid only allowed to escape into the water and to the fry, also the spawn of fish, the young of the smelt—which I intend hatching, and blood, all of which will be found to be capital food. We have the facilities at the hatchery for retaining the food fish alive, and an ice house has been built during the summer to be used in connection with the feeding and distribution of the fry.



## SESSIONAL PAPER No. 22

*New Brunswick and Nova Scotia Lakes.*

I am quite convinced that a mistake is being made by endeavouring to re-stock the small lakes of the lower provinces with salmon trout and white fish fry or even the fry of the sea salmon. They are not indigenous to these waters and the small lakes, as a rule, are not suitable for such fish. I am sure much better results would obtain by travelling closer a'ong the lines of nature, and by stocking with the native speckled trout. It is a native of the lakes and rivers of these provinces and a splendid edible and sporting fish and will thrive in any lake which has a fair food supply, and the temperature of the water not too high. The rainbow trout can also be introduced with good results. I would suggest the stocking of the lakes as outlined above, by planting the adult speckled trout from a half to two pounds in weight. To accomplish this the railway authorities would require to furnish a proper fish car for use in the maritime provinces. Thousands upon thousands of adult trout can be captured at Restigouche and Miramichi at a trifling cost, and with a proper fish car could be conveyed by the thousands through the provinces in the cool of autumn and the lakes stocked with these beautiful fish. I certainly consider the scheme worthy of your serious consideration.

*Carleton Pond, St. John.*

In obedience to your instructions I proceeded to St. John on October 27 and took charge of operations there and collected between three and four millions of eggs from the 960 salmon confined in pond. The eggs were distributed among the following hatcheries:—

Grand Falls, N.B. ....	1,000,000
Bedford, N.S. ....	750,000
Margaree, C.B. ....	750,000
Gaspé, P.Q. ....	900,000
Miramichi and Restigouche. ....	350,000
Total .....	3,750,000

The fish generally were in good condition and the Carleton pond is a good standby,—a wonderful source of supply at a comparatively small cost to those hatcheries which have not the facilities of gathering a supply of eggs from their own rivers.

*General Remarks.*

While I could give many facts and produce direct evidence showing the good results of the hatchery work and the abundance of breeding fish to be seen all over our rivers, yet the immense catches made the past year, both by netters and anglers, is the best evidence of good work being done. Certain complaints were made last year and in order to give them a tinge of colour, it was alleged, among other things, that the salmon fishery of the Restigouche was on the wane. I believe the complaints were made through a lack of full and adequate knowledge, and from the fact of the previous season—1901—being an unfavourable year for angling. There certainly was an immense run of salmon in the Restigouche in 1901; the kelts last June—1902—were as thick as smelts, one angler took ashore 22 kelts in three days. What does this mean, the rivers teeming with these spent fish at this season of the year? It means simply this, that there was an immense run of salmon ascended the Restigouche the June previous and wintered in the river, and in May and June, 1902, were dropping out to sea. The more kelts there are in a river, the greater will be the run of bright salmon the following year. I have said that June, 1901, was rather an unfavourable season for angling, hence the complaints. The river got down quite low in June and the temperature of the water was very high, and these circumstances killed the fishing in the reaches, which is two-thirds of the total area of the fishing on the river.

2-3 EDWARD VII., A. 1903

In June, 1902—the past year—hundreds of salmon were being taken along the shores and in the reaches of the river, between the pools where the previous year it was dry beach or nearly so, and did not yield a fish; this year the water and atmosphere were just sufficiently cold. Seventy-five per cent of the salmon if covered with the fly would rise to it; the previous June conditions were the reverse and not ten per cent of the salmon would rise to the fly. Conditions of the water and atmosphere usually govern the catch rather than the scarcity of fish. I have said it has been alleged that the fishing is declining, and if such is the case, would it be remarkable with an increase of seventy-five per cent of anglers and twenty-five or thirty per cent of new nets since 1871? Here are a few facts and figures, however, which defy contradiction and must convince any person who is not prejudiced. In the year 1871, the Restigouche river was leased to Messrs. Fleming and Bridges for nine years at an annual rental of \$50, and if they caught 75 or 100 salmon during the season, they considered it fine sport. In 1902, less than one-half of the entire river was sold at public auction and realized \$8,000 per annum. The year 1876 is still talked of among the netters as being a wonderful year for salmon, the officer's report, a copy of which I have for that year, gives a total of 755 salmon and grilse taken with the fly in the Restigouche and its tributaries, including the Jacquet river. The report goes on to state that this was a wonderful catch and the largest score ever made up to that date, but twenty years later, in 1896, we find that the individual members of the Restigouche Salmon Club scored 1,300 salmon, and other anglers and clubs fully 1,500 more, and some single stands of nets caught from 20 to 25,000 pounds of salmon. Again, the past year—1902—was in some respects quite equal to 1896; three small clubs, composed of four or five rods each and a short distance above tide water, landed 650 salmon, the average over twenty pounds. Never was there such fishing known, and how many more were taken by the Restigouche Salmon Club and other clubs and anglers, I suppose will never be made public. One small property on the Restigouche sold the past year for some \$33,000. Fifteen years ago it was leased for the first time for about \$200. I heard of certain nets making big hauls for a short time. From these solid facts, what conclusions must we draw? With the good protection the rivers are now receiving and the proper operating of the hatchery, and a strict observance of the weekly close time among the nets, there need be no fear for the future welfare of the river and the fisheries.

I am, sir, your obedient servant,

ALEXANDER MOWAT.

##### 5.—MARGAREE HATCHERY, NEW BRUNSWICK.

NORTH-WEST MARGAREE, July 1, 1902.

Prof. E. E. PRINCE,  
Dominion Commissioner of Fisheries,  
Ottawa.

SIR, —In compliance with instructions, I have the honour to submit my first annual report of the fish cultural operations prosecuted in this hatchery during the season of 1902.

My commission as officer in charge dates from March 1, 1902.

On April 11, Mr. William Sheasgreen, of Newcastle, N.B., arrived at the hatchery with the quota of semi-hatched salmon ova, 1,450,000, ordered by the department, and transferred from the Miramichi and Restigouche hatcheries. He was instructed to remain with me as tutor, until the period of incubation was completed, and the fry distributed. This he did. The ova were placed in the hatching troughs in good



## SESSIONAL PAPER No. 22

Between May 5 and 15, a healthy, vigorous lot of fry, about 1,250,000, were hatched, and indeed, all looked exceedingly promising for a large distribution.

I lived at night at my residence, one mile from the hatchery, and at that date did not have a regular assistant. Mr. Sheasgreen boarded at his hotel four miles away. The buildings were in charge of a caretaker during my absence, who lived about one hundred yards from them. Though he did not sleep in the hatchery, he had the general care of the buildings, day and night. We suspected nothing whatever, otherwise we would have been more cautious and have a night watchman employed. On the night of May 20, the building was entered by some malicious vandals, through the door, having a key that fitted the lock, and about 900,000 fry were scooped out of the troughs onto the concrete floor. They performed their nefarious work quietly, for no person in the vicinity appears to have heard any noise. The stoppers of the troughs were withdrawn, consequently the loss, although large, is not as great as appears, for a large number of fry escaped through the sewers into the waters of the river. A detailed account of this outrage has been forwarded already to the department. Out of the debris there was recovered about 95,000 fry, and carried through in excellent condition, until June 10, when, as per Inspector Bertram's instructions, they were liberated into the following streams:—

Big Interval, tributary of Margaree river.....	25,000
Ingraham's river, tributary of Margaree river.....	25,000
Rossville river, tributary of Margaree river.....	20,000
Middle river, Victoria County.....	25,000
Total.....	95,000

The hatchery is at present in first-class condition for this year's operations. Intelligent critics, who have visited us, and who are acquainted with hatcheries abroad, not only in Canada, but the neighbouring republic, have pronounced it both in its situation and in its internal and external arrangements a model of its kind, and second to none in the Dominion. The construction work on an excellent house adjacent to the hatchery is nearing completion.

In conclusion I may add that every effort is being made by me to perform the routine work in a careful, thorough and scientific manner, and every advantage is taken to acquire an up to date practical knowledge of salmon culture and an acquaintance with the nature and habits of the fish frequenting our rivers.

All of which is respectfully submitted.

I am sir, your obedient servant,

ALEX. G. CARMICHAEL.



## 6.—TADOUSSAC HATCHERY, QUEBEC.

TADOUSSAC, November 12, 1902.

Prof. E. E. PRINCE,  
Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—I have the honour to submit my annual report of the operations carried out at the Tadoussac hatchery for the season ending this month. The distribution of 2,800,000 salmon fry has been done in the following rivers and lakes:—

Roberval hatchery.....	100,000
St. Marguerite river .....	400,000
Baude " .....	400,000
Chisholm " .....	400,000
Mowat's lakes.....	500,000
Thomas " .....	300,000
St. John River.....	200,000
Little Saguenay river.....	200,000
A Mars " .....	100,000
Jacques Cartier " .....	100,000
Murray " .....	50,000
Black " .....	25,000
Hatchery lake.....	25,000
	<hr/>
	2,800,000

The distribution on the upper Saguenay has been done with the assistance of the tug boat *Forrest*, and the one in the rivers and lakes in the vicinity of Tadoussac by carters. After the distribution the breeding room has been cleaned and all the trays washed, to have them ready for a new coat of varnish. During the summer I had some work done around the building in the way of working the ground and sowing some seeds to give better appearance in front of the building. This season, by instructions of the department, our salmon nets for the capture of parent salmon have been set and kept by men under the direction of the St. Marguerite Salmon Club and William Price, Esq., of Quebec, proprietor of two salmon rivers—the St. John and the A Mars rivers. They had agreed to supply the Tadoussac hatchery with 500 salmon—300 females and 200 males. Mr. Price had sent one of his employees from Quebec to remain at the fishery house with the men to look after their interest in the catching of the parent salmon. They have not been lucky. They only could supply our hatchery with 310 parent salmon—189 females and 121 males. At the spawning time the females gave us a crop of 1,800,000 eggs, now deposited on our trays and looking well. By a requisition of J. H. Beemer, Esq., and by instructions from yourself by message, I will send to the Roberval hatchery by Saturday's boat 200,000 salmon eggs in charge of my son. As he will be obliged to return by the same boat, making the last trip of the season, Mr. Marcoux, the manager of the Roberval hatchery, has instructions to meet him at Chicoutimi, to take charge of the salmon eggs from Chicoutimi to Roberval by train. As I had great trouble to procure some coal, and being very expensive and not good, I only bought three tons of it to be used in the night, and I will use some cordwood during the day. The part of the dam of the salmon pond left open since the pulling down of the old hatchery, has been closed this summer under the direction of Mr. Taché, one of the engineers of the Department of Public Works; also a sidewalk from the spawning house to the wharf has been made. It will be a fine accommodation for the travelling public visiting our salmon pond during the summer. At every boat during the fine season our salmon pond is visited by hundreds of tourists. The salmon fly fishing has been very good in all the rivers tributary of the Saguenay

## SESSIONAL PAPER No. 22

river, and by reports of some of the guardians the rivers are well stocked with parent salmon. The Tadoussac hatchery requires 250 trays more to cover all the breeding room with the same kind of trays. I had a little difficulty this fall with the men. They require higher wages. They say that the Department of Fisheries is in position to pay as high as are the other people employing men. Something will have to be done next spring in the way of increasing the wages; in fact the living is a great deal more.

I have the honor to be, sir, your obedient servant,

L. N. CATELLIER.

## 7.—MAGOG HATCHERY, PROVINCE OF QUEBEC.

MAGOG, QUE., November 28, 1902.

Prof. E. E. PRINCE,  
Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—I beg to submit my report of operations at Magog hatchery for the season of 1902.

As you are aware I was officially instructed by you on November 5, 1901, to proceed to Carleton pond, St. John, N.B., and bring from that place a quantity of salmon eggs to the new hatchery at Gaspé, P.Q.

I left here on November 8, 1901, not returning until July 5 of this year.

The operations at this hatchery being carried on by Mr. Walker of Ottawa in my absence, I give below Mr. Walker's statement of the distribution of fry from this hatchery sent to me by him some time ago.

List of places where the Fry have been deposited from Magog Hatchery.

Sea Salmon.	Number.
Taylor's pond, Waterloo.....	5,000
Lake Memphremagog.....	40,000
Ontario lake.....	25,000
Long lake.....	25,000
Magog lake.....	45,000
Massawippi lake.....	50,000
Lake Mercier (Mount Tremblant).....	20,000
Petit Lac Aux Iroquois.....	15,000
Perkins pond, Danville.....	20,000
Brome lake.....	20,000
Lake Frontenac.....	20,000
Lake Lister (Stanstead).....	25,000
Huntingdon river.....	40,000
Lakes in New Brunswick.....	10,000
St. Francis, Beauce.....	
Total.....	360,000
Salmon Trout.	
Lake Mercier, (Mount Tremblant).....	50,000
River Richelieu.....	30,000
Perkins pond (Danville).....	30,000
Brome lake.....	25,000
Chateauguay river.....	45,000
Lakes in New Brunswick.....	75,000
Lake Williams.....	70,000
Lake Memphremagog.....	100,000
Lake Fontaine (Champlain).....	60,000
Lac a la Fourche (R. du Loup).....	50,000
Lake Magog.....	30,000
Total.....	565,000

About 10,000 speckled trout were hatched and planted in Taylor's pond, Waterloo.—J.W.

2-3 EDWARD VII., A. 1903

On the eighteenth instant I received at Magog from Mr. Wm. Armstrong, officer in charge of the fish hatchery at Newcastle, 840,000 salmon trout eggs which are doing well.

On October 15, I received instructions to secure as large a supply of speckled trout eggs as possible. I have secured from the different ponds about 75,000 which are doing well.

### *Repairs.*

In reference to repairs, I wish to report that the following repairs are finished according to instructions received. A new floor, and new timbers under floor, 36 new hatching troughs, six new floor or overflow tanks, new bridge in front of hatchery, bridge at end of hatchery repaired. In conclusion I may say that the whole building is in first class condition except the supply tank which is not new and may require some small repairs another year.

I have the honour to be, sir,  
Your obedient servant,

ALEX. FINLAYSON,  
*Officer in Charge.*

## 8.—NEWCASTLE HATCHERY, ONTARIO.

NEWCASTLE HATCHERY, December 5, 1902.

To Prof. E. E. PRINCE,  
Dominion Commissioner of Fisheries,  
Ottawa.

I have the honour herewith to submit a report of the fish culture operations carried on at this hatchery during the past year.

The following schedule will show the points of distribution, also the numbers and kinds of fry placed in each locality last spring.

### *Salmon Trout.*

Bay Quinte, Belleville.....	50,000
Lakes on Bay Quinte railway.....	100,000
Lake on the Mountain.....	50,000
Lake Ontario, Kingston.....	75,000
"    Consecon.....	50,000
Lakes, Hastings County.....	100,000
Lake at Portland.....	50,000
River at St. Hyacinthe.....	75,000
Blue Sea Lake.....	50,000
Lake Ontario, Cobourg.....	50,000
	<hr/>
	650,000

I beg to inform you that the fry were all deposited in the different waters in the very best condition.



## SESSIONAL PAPER No. 22

We had the misfortune, in February last, of having our dam washed away, which cut off our supply of water and necessitated the removal of our eggs (in accordance with your instructions) to the Ottawa hatchery. You will notice that we had no white fish eggs this year, as the break away occurred just on the eve of our receiving the usual supply of white fish eggs from the Sandwich hatchery. I am pleased to say since the foregoing, Mr. Galbraith has built a first class dam, and I do not anticipate any further trouble in that line for a good many years to come. We also expended about \$192 for a new 5 inch iron pipe, which is about 250 feet from the dam to the hatchery. This has made a permanent job of it, which, I have no hesitation in saying, will last as long as there is a hatchery in Newcastle.

According to your instructions, I proceeded to Wiarton, Georgian Bay, about October 1, with our usual assistance to procure our usual supply of salmon trout ova for this and other hatcheries.

We succeeded in getting our nets set about October 20. We raised our nets on the 25th and secured about 60,000 eggs. After that date we had no trouble in securing all the eggs we required for this and the other hatcheries in the Dominion. Altogether we secured about 5,000,000, out of which I delivered to the Ottawa hatchery 1,000,000 and to the Magog hatchery 840,000, which leaves a balance in this hatchery of about 3,000,000 in first class condition and doing well.

Our plant at Wiarton is now in the very best condition. We have two first class pound-nets, which, with a very little expenditure, will serve us for a number of years. I might say, in concluding my report, I have had better success this year in our operations at Wiarton than any year since I have had the honour of being an officer in the Newcastle hatchery.

I have the honour to be, sir,  
Your obedient servant,

WM. ARMSTRONG,  
*Officer in charge.*

## 9.—SANDWICH HATCHERY, ONTARIO.

SANDWICH, December 15, 1902.

To Prof. E. E. PRINCE,  
Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—In compliance with your instructions, I herewith submit my annual report of the work connected with the fish hatchery here under my supervision.

According to last year's report, this hatchery contained 100,000,000 whitefish eggs, from which we turned out 85,000,000 young fry, which were disposed of as follows:—

*Young Fry.*

Goderich, Lake Huron . . . . .	1,000,000
Point Edward, Lake Huron . . . . .	4,000,000
Belle Isle, Detroit river . . . . .	3,000,000
Fighting Island, Detroit river . . . . .	5,000,000
In bay below Fighting Island . . . . .	5,000,000
Stoney Island, Detroit river . . . . .	4,000,000
Carried forward . . . . .	22,000,000

2-3 EDWARD VII., A. 1903

Brought forward .....	22,000,000
Bois Blanc Island, Detroit river .....	8,000,000
In lake below Bois Blanc Island .....	7,000,000
Pigeon Bay, Lake Erie .....	6,000,000
Bar Point, Lake Erie .....	3,000,000
Colchester, Lake Erie .....	2,000,000
Kingsville, Lake Erie .....	1,000,000
Leamington, Lake Erie .....	1,000,000
Rondeau, Lake Erie .....	1,000,000
Port Stanley, Lake Erie .....	1,000,000
Hamilton, Lake Ontario .....	1,000,000
Niagara, Lake Ontario .....	1,000,000
Toronto, Lake Ontario .....	1,000,000
In river at hatchery .....	30,000,000
Grand total .....	85,000,000

The above consignments of young fry were liberated in the water at the points designated, in first-class condition.

I also secured thirty millions of eggs for the Selkirk Hatchery, Manitoba. These were sent by rail and placed in the jars, where they duly hatched out, as Inspector Young will have reported to you.

#### *Collecting Pickerel Eggs.*

After having cleared the house of the young whitefish, preparations were made for the reception of the pickerel (doré) eggs, which were collected from the pound-nets in Lake Huron and Hitchcock's Ground, Point Edward. The number of eggs secured showed a total of 30,000,000.

From these eggs were hatched out 15,000,000 young pickerel, which were placed in the following waters :—

Thames river .....	2,000,000
Detroit river .....	13,000,000
Total .....	15,000,000

This fall we have secured and laid in the hatchery 1,000,000 whitefish eggs, which are in good condition.

I have also secured and placed in the hatchery at Selkirk, Man., 35,000,000 whitefish eggs.

The total catch of fish this autumn is accounted for as follows :—

Liberated .....	9,775
Sold .....	2,100
Salted .....	100
Lost .....	200
Used .....	75
Hotel Dieu (hospital) .....	25
Home of the Friendless .....	25
Total .....	12,300

#### THE CATCH OF FISH.

From reports received from various parts of this locality the catch of whitefish in the Detroit river and adjacent lakes has been fairly good.

## SESSIONAL PAPER No. 22

## REPAIRS.

A new foundation has been placed under the boilers and pump in the hatchery, but we are sadly in need of a new pump. I would therefore recommend that a new one be purchased, as we are only using and trusting entirely to one pump. Should any accident occur at any time we have no other to fall back on in case of emergency.

## THE SHANTIES.

We are badly in need of a quantity of additional piles to fit up our fishing grounds at Fighting Island. I think if a sufficient sum was spent in putting the piers and breakwaters in a proper and substantial condition, it would prove a most wise expenditure. This improvement would result in a vast saving to the department, as it would last for many years and would avoid the necessity of doing a lot of extra work each fall. It would also materially facilitate the more successful carrying out of this most important branch of work.

## THE MANITOBA HATCHERY.

Mr. Adamson, the officer in charge of the consignment of whitefish eggs for the Selkirk, Manitoba hatchery, reported to me on his arrival home that the eggs were successfully hatched and placed in the waters of that province.

I remain respectfully,  
Your obedient servant,

WM. PARKER,  
*Officer in Charge.*

## 10.—SELKIRK HATCHERY, MANITOBA.

SELKIRK, MANITOBA, October 4, 1902.

Prof. E. E. PRINCE,  
Dominion Commissioner of Fisheries,  
Ottawa, Ont.

SIR,—I have the honour to report on the work of the institution under my charge for the season 1901 and 1902.

I am very pleased to report that the season's operations were all that could be hoped for. The plan adopted by the department for this season of bringing the spawn from eastern waters proved to be most successful, you will see by the quantity of spawn received, and the number of fry hatched therefrom, and liberated, that the output was about seventy-five per cent, which is very satisfactory considering that these eggs were brought from the Detroit river. I think it is beyond question that Mr. Wm. Parker is an officer who deserves great credit for the good condition in which the eggs were brought from the Detroit river, such a long journey, to this Manitoba hatchery.

On December 7, Mr Wm. Parker and his assistant Mr. Samuel Adamson, arrived with thirty million whitefish ova in first class condition. Mr. Parker returned east, without delay and left Mr. Adamson to look after the eggs during the months of incubation, and I must also say that to Mr. Adamson is due, to a large extent, the success of the season's operations. He took a great interest in his responsible duties and



2-3 EDWARD VII., A. 1903

being a hard worker the eggs were well looked after. We received this year five hundred of the most recent forms of hatchery jars, which proved to be very much superior to the old style used in our hatchery in previous years.

While we received thirty million spawn this season, the hatchery as you are aware has a capacity for seventy-five millions. I trust before another season we will be able to get a much larger quantity of eggs. As the expense in operating would not be much increased if increased at all, beyond the expenditure incurred this season with the thirty millions sent last fall to Selkirk.

*Young Fry Liberated.*

Netley river .....	8,000,000
Cross channel.....	2,000,000
West slough.....	1,000,000
East slough.. ..	1,000,000
Red river near hatchery.. ..	11,000,000
	<hr/>
	23,000,000

We made the last trip on April 22 to plant fry, and had with us the Inspector of Hatcheries, Mr. F. H. Cunningham. Two millions fry were planted in Netley river, the balance were liberated a few days later in the river near the hatchery. The hatchery was finally closed down for the season on April 30. The repairs, many of which I reported personally to you on the occasion of your last official visit in February, being really sanctioned by the department sometime ago, are well under way. The fence around the grounds is completed and the boiler is in shape for next season's operations having had a new set of tubes put in it. The rest of the repairs will be completed in time for the operations commencing about the usual date this fall.

I have the honour, to be, sir,  
Your obedient servant,

W. S. YOUNG.

**11.—BAY VIEW HATCHERY, NOVA SCOTIA.**

BEDFORD, N.S., November 7, 1902.

Prof. E. E. PRINCE,  
Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—I beg to submit my report of operations at Bay View Lobster Hatchery for the season of 1902.

I commenced operations at this hatchery as early as April 16. The lobster fishing commenced earlier this season than ever known before. There being no spring ice in the straits, lobster fishing commenced as soon as the law would permit, and heavy hauls were made at the first start, and the pack was about the same as the previous year, although many of the factories closed long before the beginning of the close season. The hatchery closed on July 22, having been in operation 93 days. 120,000,000 of fry were distributed around Pictou bay and Pictou island. The eggs were collected from these points.

## SESSIONAL PAPER No. 22

I regret to say that several applications for fry were received (after the hatchery had closed) and could not be filled.

During the season I gave the exterior of the hatchery one coat of paint to preserve the wood.

The wells which were dug last season proved highly satisfactory and greatly reduced the cost of the fresh water supply.

A new smoke stack was made for the steam boiler, which is in a good state of preservation after eleven years' service in the salt water.

The hatchery is in good working order, and the necessary repairs from year to year are but trifling.

I am, sir, your obedient servant,

ALFRED OGDEN.

## 12—GASPE HATCHERY.

December 26, 1902.

Prof. E. E. PRINCE,  
Dominion Commissioner of Fisheries,  
Ottawa.

SIR:—I have the honour to submit this my first annual report for the season of 1902 as officer in charge of the new fish hatchery at Gaspé Basin.

On November 14 1901 Mr. Alex. Finlayson of Magog hatchery arrived here by the S.S. *Admiral* from Carleton Pond, St. John, N.B., with a shipment of 800,000 salmon ova, but they were not laid down in the hatchery until the 16th owing to the troughs not being completed.

The eggs were in first class condition and the few dead ones were got out in a short time, and although there was a great deal of trouble with clay and dirt caused by the unfinished state of the dam, and the too frequent washing of the eggs, there was a very small percentage of loss.

The fry were late in hatching out. Mr. Finlayson, who remained with me the whole winter to instruct me in the work, thought it was owing to the lateness of the ova being put in the troughs and the brook on which the Hatchery is built takes its source and runs the whole distance through a thick wood keeping the water very cold.

The young fry were in excellent condition when planted, they were equally divided between the St. John (known as Douglastown) the York and Dartmouth rivers. The mode of distribution was the same as from the old hatchery at L'Anse Aux Cousins, by canoes from the hatchery to the York and Dartmouth rivers, to the St. John by team from the hatchery to the river, thence by canoes to the spawning beds where they were planted. Owing to the very heavy freshets last spring we had some difficulty in poling the rivers, and had to stop the work a few days but later did excellently, not losing one day, until we finished on July 8.

The contemplated lobster hatching operations did not result in any success this season, owing to the low salinity and freshness of the water in the harbour, caused no doubt by the very heavy freshets in all the brooks and rivers. This continued very late on in the season. The pipe from the pump running parallel with and right in the brook that supplies the hatchery with fresh water increases the difficulty and the end of the pipe lying not more than two feet deep in the water at low tide, it practically takes the fresh water off the top, instead of the lower stratum of heavier sea-water. When Mr. Ogden of Bay View Lobster Hatchery was in Gaspé to instruct me in the work of hatching lobsters, the water registered a little over  $2\frac{1}{2}$  oz. of salt to the



2-3 EDWARD VII., A. 1903

gallon where the government steamer *La Canadienne* usually anchors in the harbour. The sample was taken at a depth of three or four fathoms from the steamer.

In my opinion by using a half elbow just at the outside of the hatchery and running the pipe in a direction clear of the brook where deep water would be had at the same or less distance, and lowering the end of the pipe to a depth of 10 or 12 feet at low tide, the water would be sufficiently salt for the successful hatching of lobsters, and, I think, should be tried as an experiment another season.

After finishing the distribution of the fry, all the troughs, trays, cans, &c., were thoroughly cleaned and made ready to varnish. This was not done last fall there being no time to do so and the fittings were indeed not fully completed when the ova arrived from the Carleton Pond. As soon as I got the varnish I had all the trays, troughs and cans nicely done giving each two coats, and in addition I had the salt water supply pipe taken up and properly cleaned, tarred inside and out, and stored away for the winter.

By the department's orders I had the dam cleared of all the clay, built strong sides of timber and deal; stopped with Portland cement all places where water would get through the rocks, then filled up with earth, and on the bottom laid birch-rinds (bark), where the flooring met the rock. Finally the flooring was covered with clay and earth, and I am glad to be able to say that the dam is perfectly tight, the water beautifully clear, no dirt coming in the hatchery, and everything working first-class.

On November 9 last, Mr. Wm. Sheasgreen, brought me a shipment of 1,000,000 salmon ova from the Carleton Pond. They were placed in the troughs the same day but I am sorry to have to state there was quite a lot of dead eggs at least ten to one compared with the shipment of the previous fall, but in my opinion it was not in the transportation, but at the pond where they were packed in the boxes. There were trays in the same box with scarcely any dead eggs, and other trays with quite a number. This would not have happened if they had been in good condition when put in the boxes. By going carefully over the trays I hope to have nearly if not quite 900,000 fry to distribute next summer as there are very few dying now, and the great majority of the ones that are dying had small white spots on them when placed in the troughs. I should have been glad to have had a larger quantity than the 1,000,000 eggs sent, as the capacity of the hatchery will admit of double that quantity.

Some complaints from our salmon fishermen here have been received about bringing the ova from St. John, N.B. They understand that the salmon are a much smaller race of fish, and after reading the Fish Culture Report for 1901, where, on p. 243, the officer (Mr. McClusky) states that out of 193 salmon taken by the fly fishermen there were 16 that weighed 20 pounds or over, it seems that the salmon must be much smaller than in the Gaspé rivers, as our net fishermen claim that their average fish run between 20 to 22 pounds. A great many salmon got by the fly fishermen as well as by the net fishermen here weighed 28, 30, 35, 38 and even 40 pounds and unless a fish weighs 40 pounds or over it is not considered remarkable. If the department built a retaining pond here the parent fish could be got from the net fishermen quite close to hatchery.

I am glad to be able to report the hatchery much more comfortable and complete than last year, as the proper spouts are now in the troughs, all the waste troughs have their proper fixings, the double windows are in use (which makes a great difference in the heat), the ceilings are all varnished, and the upper part of the building completed &c. I may add that I will require a few more distributing cans this spring as there are not quite enough for the requirements of the hatchery.

I have the honour to be, sir,  
Your obedient servant,

R. LINDSAY.



## 13.—OTTAWA HATCHERY..

(MR. JOHN WALKER, Officer in charge).

The operations of this hatchery during the season 1901-2 were carried on under exceptional conditions in consequence of the transference, temporarily, of the officer in charge (Mr. Walker) from Ottawa to Magog. Mr. Alexander Finlayson's services were considered advisable at the new Gapé hatchery and in the absence of that officer from Magog hatchery Mr. Walker took charge. Mr. John Kenefick, a hatchery officer of great experience, was instructed to superintend the season's work at Ottawa with the assistance of Mr. Walker, jun., and the result proved most satisfactory. The output of over a million and a quarter salmon-trout or great lake-trout fry is ample proof of a most successful season; but as all the surplus whitefish ova obtained by Mr. Parker, at the Sandwich hatchery were required for the Selkirk institution in Manitoba none could be spared for the eastern hatcheries, and instructions were sent to Sandwich that the usual shipments to Ottawa, Newcastle, &c., were not to be made this year. In early spring, however a serious mishap at the retaining dam adjacent to the Newcastle (Ont.) hatchery rendered necessary the transference of the eggs in a semi-hatched condition from Newcastle to Ottawa. The tanks of the Ottawa hatchery were in consequence, somewhat inconveniently crowded, but the fish were hatched out with very slight loss, and were distributed to the districts usually supplied with fry from the Newcastle hatchery. This additional work was thrown upon the hatchery at Ottawa in the midst of its operations, but the officers (Mr. Kenefick and Mr. Walker, jun.,) were able to overtake the work, and at the time of distribution, Mr. William Armstrong planted the fry in the series of lakes specified by him in his official report. The total quantity of fry, between six hundred and seven hundred thousand, thus distributed from Ottawa are not, however, included in the returns from this hatchery as incubation had been carried on, from November until February, at Newcastle and it was only in the very advanced condition that they were placed in the tanks at Ottawa, and their incubation completed. In addition to the salmon-trout hatched out, a small quantity of sea-salmon fry was also placed in the Ottawa hatchery, and some of these were distributed at the same time as the trout fry, this slightly increased the total quantity of the fry planted in the lakes of Ontario and Quebec, which are supplied from Ottawa. Over thirty lakes were stocked with these young fish, the scheme of distribution and the quantities apportioned to the respective lakes being detailed in the subjoined list :—

Charleston lake .....	100,000
Otty lake .....	30,000
Christy's lake .....	30,000
Sharbot lake .....	50,000
Caldwell and Bottle lakes .....	30,000
Cross lake .....	30,000
Rock lake .....	60,000
Victoria lake .....	60,000
Wice's lake and Burns lake .....	30,000
Lac des Iles, Gatineau .....	30,000
Rideau lake .....	60,000
Coppings lake, Rawdon .....	30,000
7th Lake, Joliette .....	50,000
Lac à Foin, &c., Joliette .....	35,000
Lac Noir, St. Felix de Valois .....	30,000
Carried forward .....	655,000

Brought forward.....	655,000
Lac de Montigny, St. Jerome.....	30,000
Ville Mon Repos, Trois Rivières.....	30,000
Lac des Isles, St. Tite.....	30,000
Lake Barnett, St. Margaret.....	30,000
Cres Creek and Pond Trois Rivières.....	60,000
Achigan River, St. Lin.....	25,000
Lake St. Esprit, Ste. Julienne.....	35,000
Lac Moisan.....	25,000
Various waters, P. E. I.....	100,000
Ramsay lake.....	35,000
Holly's lake.....	35,000
Lake Jack Ross and Lake Brule.....	35,000
Lac Duhamel.....	30,000
Yamaska River, St. Hyacinthe.....	30,000
Blue Sea lake.....	30,000
Otter Lake, Arundel.....	30,000
Total.....	1,245,000

#### 14.—FRASER RIVER HATCHERY. BC Q.R.

PROF. E. E. PRINCE,  
Dominion Commissioner of Fisheries,  
Ottawa.

SIR.—In accordance with your instructions, I now inclose reports of the work of the Fraser River Hatchery, followed by that of the two other hatcheries, in British Columbia, for the season 1901-02, with statements of their condition and prospects for the current season. As allied to fish culture, I also report on the work done on several rivers to enable the salmon and other fish to overcome natural obstacles to their ascent, and thus reach spawning grounds hitherto unattainable.

I much regret that I am not able in this connection, to report any work having been done on the North Fork of the Quesnelle River in the upper waters, of which there is a large extent of suitable spawning ground.

The department had authorized an expenditure of \$450 for the purpose of providing a passage-way over the falls in this river, but on inquiry it was found that the cost of the work to be done would greatly exceed this amount, and that for it to be effective, an expenditure of not less than from \$1,200 to \$1,300 would be required. Large as this amount may seem, the object to be obtained in the opening up of fresh spawning ground, would amply justify this, or even a much greater outlay, and I trust the department will see their way to have this done before the next spawning season.

As reported to you on December 27, last year, we were successful in getting a good supply of ova for the Fraser River hatchery.

The total number of eggs taken was 10,202,000, i.e., 10,106,000 sockeye and 96,000 cohoes.

1,151,000 or nearly 10·6 per cent were lost, but in regard to this high percentage of loss it must not be overlooked that this included all the eggs, (a large number) which were dead when delivered at the hatchery, and the actual percentage of loss from the live eggs would consequently be much less.



## SESSIONAL PAPER No. 22

Previous to 1899 the eggs, which were dead when delivered were not taken into account in calculating the percentage of loss, no record being kept of the first eggs picked out. I have for this year, while keeping count of the eggs that were dead when delivered, kept this account separate from the later pickings, so as to be able to get a more correct estimate of our actual loss in handling the live eggs.

The number of eggs in the hatchery exceeded by over 50 per cent the capacity of the troughs as formerly used, and as I stated in my last report we provided for the safe development of the extra number by cutting the troughs in two so as to re-aerate the water for the eggs in the lower end, and by providing ponds outside, in which the fry after hatching had plenty of room and an ample supply of water for their needs, until the absorption of the sac.

These expedients proved quite effectual and we had, when the fry had matured sufficiently to be released, over 9,000,000 sockeye fry to distribute. These as already reported to you were distributed as follows:—

Lillooet river.....	500,000
Chilliwack river.....	1,600,000
Harrison river ....	6,300,000
Kanaka creek.....	600,000
Nanaimo river.....	30,000
Hatchery creek.....	18,000

The Cohoe fry to the number of 90,000 were released at the hatchery.

After the troughs were free of the sockeye fry, we endeavoured to secure a supply of Steelhead salmon (*Salmo gairdneri*) and Rainbow trout (*Salmo irideus*).

The present location of the hatchery at Bon Accord is very inconvenient for this. While steelheads spawn in Morris creek they do not run in large schools like the sockeye. Were the hatchery located at the spawning grounds, it would be possible with little additional expense to secure a fair supply of ova, the distance from the spawning grounds and the small lots secured at a time make it very expensive to hatch out these eggs under existing conditions.

We secured 79,000 steelhead and 7,000 trout eggs, which were safely hatched out and planted in the Koksilah and Cowichan rivers; both favourite angling streams on Vancouver Island.

Our first sockeye eggs were received on October 4, the first fry making their appearance on December 6. For 62 days there was an average temperature of 45.3°. These first fry however were weakly and those that were a few days longer in coming out were in much better condition.

Our final shipment of sockeye ova was received November 5 and the last of the eggs were hatched out in February.

With regard to our work for the current season we have to date about 8,000,000 sockeye ova and fry in good condition, and one or two baskets of Coho Spring and Dog salmon put in for specimens.

Fearing, from the small run in the Fraser river, a repetition of our experience in 1900, (when we were unable to obtain ova for the hatchery,) I established a camp at Silver creek about 20 miles up Harrison lake, where the run of sockeye is earlier than at Morris creek, and obtained from this in September nearly 2,000,000 eggs. We could have secured a much larger number but our fences could not stand the freshet in the creek (which is of considerable size), and they were carried away, letting a large number of salmon both spring or quinnat and sockeye escape. Although this number of eggs was obtained, a great many of these were lost, owing apparently to the milt having been allowed to remain too long on the eggs before being rinsed off.

My fears as to the supply from Morris creek being a failure proved unfounded, and, in addition to about 8,000,000 eggs obtained for this hatchery, we were able to ship nearly 2,750,000 to the Granite Creek Hatchery, where, owing to the smallness of the run and the fences having been washed out, we had not been able to secure a supply of sockeye ova.



2-3 EDWARD VII., A. 1903

Both at Silver and Morris creeks, however, it will be necessary to have some work done during the winter before the water begins to rise, so that we may have adequate foundations that we can depend on when we again put in our fences.

I have the honour to remain, sir,  
Your obedient servant,

C. B. SWORD,  
*Inspector of Fisheries.*

15.—GRANITE CREEK HATCHERY, SHUSWAP LAKE, B.C.

To the Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—My report on the operations of this hatchery is as follows :—The first sockeye ova for this hatchery this season (1901-1902), were received from Scotch creek on August 27, 1901 and the main supply came from this creek. The latest shipment received was on September 22. Outside of Scotch creek there were received 2,200,000 eggs from Salmon river, about 2,000,000 from the creek at the hatchery, and 300,000 from Canoe creek. These creeks are not usually, or at most only to a very limited extent, used as spawning grounds by the sockeye salmon, but owing to the enormous run this season (1901) they were so used by a large number.

A great many of the eggs were in bad condition, there were also heavy losses from the meshes of the baskets (the same as we used at Fraser river) letting many of the eggs, owing to their smaller size, fall through into the bottoms of the troughs, and from our not having sufficient force to have the dead eggs picked out before the development of fungus.

The water too was a great disappointment, well flavoured and apparently pure, there was, until the cold weather set in, a great deal of fungus growth, possibly owing to some microscopic vegetable growth, which caused heavy loss.

The first fish were hatched October 23, 56 days after the eggs were received at the hatchery, and by December 12 all the eggs were hatched out.

Mr. Roxburgh who was in charge estimated that, after the first picking which was very heavy, he had 9,000,000 eggs, 848,000 of these died, 1,000,000 were shipped to Tasmania, 432,000 to New Zealand the balance 6,720,000 released in the lake in the form of fry in good condition.

Mr. Morton, the officer in charge of the Tasmanian shipment reported that he had brought 50 per cent of his shipment as far as Hobart Town in good condition.

Owing to the high temperature of the water, some, transferred to the New South Wales government, perished after having been hatched out in Sydney.

The eggs shipped to New Zealand were taken as far as San Francisco in the care of Mr. Robinson from this office, and were handed over in good condition to Mr. Lampson one of the officers of the United States Fish Commission who took charge of them and accompanied them to New Zealand. He reported having been able to deliver 160,000 or about 37 per cent in good condition.

There was a very small run of sockeye in Shuswap lake this (1902) season and we lost practically the whole of what sockeye came into Scotch creek, owing to the man in charge of the camp, not realising in time the need of supplementing the fences which had been put in.

Fearing a shortage of eggs, on account of the small run in the Fraser river, Mr. Mitchell, the foreman in charge, had arranged to fence Eagle river, Salmon river, and creeks at the heads of Anesty and Seymour Arms, all of which are used to some extent

## SESSIONAL PAPER No. 22

as spawning grounds by the sockeye. The fence he was able to get in proved in nearly every case insufficient to withstand the water and a great many fish were lost through the fences giving way just when the run was at its best.

He was able to secure 800,000 sockeye, and 1,180,000 coho (*O. Kisutch*) eggs which with 2,650,000 sockeye eggs I was able to send up from Morris creek, gave him a total of between  $4\frac{1}{2}$  and 5 million eggs.

It will be necessary to make provision to have proper foundations for the fencing, put in while the water is low in all the creeks, on which we depend for our supply for this hatchery. These creeks are much larger and harder to control than the small Morris creek with which we have hitherto had to deal in getting a supply for the Fraser River hatchery at Bay Accord. This will have to be done before the creeks begin to rise in the spring, and while increasing the expenses of operation for the current year, it cannot but insure, if effective, to greater economy in future seasons, and greater certainty of a sufficient supply of ova being obtained.

I am, sir, your obedient servant,

C. B. SWORD,  
*Inspector of Fisheries.*

## 16.—SKEENA RIVER HATCHERY, B.C.

To the Commissioner of Fisheries,  
Ottawa.

SIR,—This hatchery was completed this season, and Mr. Thomas Whitwell went up in June to take charge of the operation of same. Mr. John Morton, who had charge of the construction accompanied him, and completed his work by the end of August.

Mr. Whitwell reports that he received his first ova on August 22, and on September 27 had secured a total supply of close on 4,000,000. This is about double the estimated capacity of the hatchery, but I have good hopes that by providing outside ponds for the fry to mature in after hatching, he will be able to bring the whole number through without serious loss. This is the expedient we adopted with complete success at the Fraser River hatchery in 1901 when we had more fry than could be accommodated in the troughs, and Mr. Whitwell being then engaged there, witnessed the process and its success.

I have the honour to be, sir,  
Your obedient servant,

C. B. SWORD.



## 17.—NIMPKISH HATCHERY, B.C.

To the Commissioner of Fisheries,  
Ottawa.

SIR,—I beg to submit the following brief report upon this new B.C. hatchery.

It is to be noted that one of the conditions of the special fishery privilege granted to Mr. S. A. Spencer, of Alert Bay cannery, for the area at the mouth of the Nimpkish river, was that he should establish a hatchery on the Nimpkish river for the purpose of keeping up the supply of salmon in the waters leased. This hatchery was to be under the supervision of the officers of the department, and Mr. Roxburgh, who undertook the charge of it, reported to me on November 7 that at the end of October he had 1,700,000 sockeye ova with every prospect of carrying through a large percentage.

Before concluding my report, I beg to add my observations on the work of removal of obstructions carried on this year on various British Columbia rivers as I regard it to be essentially connected with fish-culture and with the improvement of the fish-supply.

*Work on Courtenay River, Comox.*

The fish-pass which had been built on this river not having proved a success in enabling salmon to get over the falls, authority was given for an expenditure of \$300 to blast down the rocks at the falls so as to form a passage that the fish could ascend. On its being found that this was not sufficient to complete the work, a further expenditure of \$100 was authorized; but before this authorization was received by Mr. McAllan, who was in charge of the work, the water in the river had risen so that nothing more could then be done.

Mr. Mason, the local fishery officer, succeeded later, when the river was again low, in getting the work completed at a small advance on this amount.

I visited the locality with Mr. Mason, after Mr. McAllan's work was completed, and discussed with him the best way to expend the additional \$100 to the best advantage. The river, however, was then too high for us to decide definitely what was best to be done, which accordingly was left in a great degree to Mr. Mason's judgment.

On again visiting the falls after the \$100 had been expended, and when the river was low, I was much pleased with the work done and the judgment Mr. Mason had shown in laying out the money. The passage made seemed such as salmon would have little difficulty in ascending in any moderate freshet. Mr. Mason, to whom I had given instructions to make particular observations on this point, reported that salmon passed up over the passage thus made in considerable numbers, though with some difficulty. Possibly some additional work may be necessary, but I do not expect any great amount can be required.

*Work on Sumas River, Alberni.*

Since the building of a dam on this river to generate power for a pulp and paper mill, there have always been complaints as to the effect of this dam in preventing the ascent of salmon on their way to their spawning grounds. A fish ladder was put in but did not prove effective. The mill having ceased working the gates at the sluice



## SESSIONAL PAPER No. 22

way were removed and sockeye salmon during the season passed up this way without much difficulty. The heavier salmon (spring and dog) however were, at the time of their runs, in a great measure, blocked from ascending the river, and with the sanction of the Department, I had, under the supervision of Mr. Cox the local fishery officer, the rock at the end of the dam blasted down into steps so that, without the dam being in any way injured, these fish were able to get up last season.

Mr. Cox reports that this work was quite successful so far as letting the salmon get above the dam at the time of their run, but to be of advantage when the water is low some additional work is required.

In addition to this we had a blast or two put into the rocks at the falls on Sproat river (one of the forks of the Sumas), to facilitate the ascent of the salmon into Sproat Lake, containing a large area of good spawning ground. Owing to the nature of the rock however no effective work was done and the ascent of these falls is still only possible to large salmon during heavy freshets.

The cost of this work was very trivial, and if it should be practicable by an expenditure of \$100 or \$150, as Mr. Cox thinks, to provide a passage for the salmon over Sproat river falls at a medium stage of the water, the results would amply repay the outlay.

*Work on Nanaimo River.*

The falls on Nanaimo river have always formed an obstacle to the ascent of salmon to Nanaimo lakes and the spawning grounds contained within their water system.

An amount of \$400 appropriated to facilitate the ascent of fish over these falls was expended under the supervision of Mr. McIndoo, the local fishery officer, with the most gratifying results. A passage over the falls was formed, through which salmon and other fish can pass without any difficulty at a moderate stage of water. This year, the river was too low for the salmon to reach the falls for some time, but when the rains did come these no longer formed any obstacle to their further ascent.

The expenditure was kept within the amount appropriated but this was only possible through the assistance of the city of Nanaimo in supplying tools and of the Powder Co. in letting us have the powder at a low rate and donating enough to complete the work after the appropriation had been exhausted.

With a view to taking advantage of the work done, in case the additional spawning ground thus opened up might prove suitable for the sockeye salmon, I had 30,000 fry of this variety put into the lake above, and intend taking over a further supply of this season's hatching when they are ready to distribute.

I have the honour to be, sir,  
Your obedient servant,

C. B. SWORD,  
*Inspector of Fisheries.*

## ANNEX C.

REPORT ON OYSTER CULTURE BY THE DEPARTMENT'S EXPERT  
FOR THE SEASON OF  
1902

CHARLOTTETOWN, P. E. ISLAND, December, 31, 1902.

To Professor E. E. PRINCE,  
Dominion Commissioner of Fisheries,  
Ottawa.

SIR,—I have the honour to submit to you my annual report of last season's work in Nova Scotia, New Brunswick and Prince Edward Island.

*Annapolis Basin, N. S.*

Shortly after the opening of navigation I received instructions from the Department to proceed to Annapolis County to complete the planting of oysters around Goat Island, where grounds had been prepared the fall before, also to plant a few oysters as an experiment at different parts of the basin with a view of extending the ground as much as possible where it was thought most desirable to place them, the bottom being of a rocky nature with stones and firm sand.

Having made the necessary arrangements with Inspector Matheson to secure the young oysters from Curtain Island, Prince Edward Island and forward them, I proceeded to Clementsport, Nova Scotia, and remained there until I had received all the oysters required and planted the same.

They were deposited as follows: twenty-four barrels on the area prepared the previous fall, five barrels off and around Pompey and Gull ledges, two barrels above Moose river outside of Seal ledges, two barrels at the mouth of Moose river, one barrel off Ray's Point and nine barrels off Deep brook and ledges adjoining, making a total of forty-three barrels. I examined some of the first consignment before I left Clementsport and found the shells had already put on quite a growth although they had only been transplanted about sixteen days.

*Mira, C. B.*

During the latter part of August I visited Black brook, Mira river, where Mr. James Miller has been making some experiments by placing bundles of brushwood, and driving stakes in the river with a view of collecting oyster spat. Upon examination of this river in company with Mr. Miller we found numerous old stakes, sunken logs and driftwood covered with last year's oyster spat, and strange to say none of the stakes which were placed there by him had any oysters on them, and on the twigs only one or two young oysters were found on those we examined, although we did not raise every bundle that was placed in the river. At the time of my visit the water was high, black and very fresh, owing to the wet weather of late, and I could not detect any salt in the water by tasting the same. The bottom of the river is composed of soft mud where the shallow flats extend while there is a narrow channel with from 8 to 12 feet water in it. Last season Mr. Miller placed 40 stakes and 173 bundles of brushwood early in July, and this season he placed 25 stakes during the month of June, but so far nothing is noticeable on them. Mr. Miller also proposes placing some stones on an area where the bottom is a little firmer and a sandy bar runs off, and try and catch some spat there. Everything in the shape of a fish net stake, old logs, stumps and roots of trees, branches both green and dry, which have fallen into the water were found with oysters attached to them, but those placed there by him thus far have not proved successful.

The oysters of these waters grow very fast, have very soft white shells, and will not stand transit any distance without breakage, consequently will not keep any length of



## SESSIONAL PAPER No. 22

time, the flavour of the oyster is insipid, owing to so much fresh water running through these brooks and rivers.

Large quantities of mussels are also attached to these obstructions which were found submerged in the water.

I have previously visited Black brook but did not consider the waters of any value as an oyster growing area, owing to the softness of the bottom, the water being so brackish and the oysters found were composed of very thin and little shells which I have previously referred to.

*Murray Harbour, P.E.I.*

On my arrival here I made a thorough examination of the reserved area which was planted with young oysters the season before last. The oysters are growing very fast, are now of a good size; they have developed into a nice looking oyster, and no mortality was noticeable on the beds, but during the last season I found the eelgrass had grown long and thick over the area, and was engaged in removing same before I left there, otherwise the ground was clean and firm, nothing had been done to this bed since it was planted in the way of cleaning it, and a little raking over soon put it in good condition.

I did not notice many young oysters in the vicinity although I saw a few and thought it advisable not to suggest any fishing on these beds for the present, as the longer they are left the more they become acclimatized to the water giving them a better opportunity of throwing off their spat and allowing it to grow to maturity.

No further action has been taken in appointing an officer or warden ab'e to overlook the oyster grounds from his own residence and a boat, as the person at present, holding the appointment is living a considerable distance from the area and is able to see it only occasionally.

*Savage Harbour.*

My attention was called to a report that oysters were found in this harbour and upon examination accompanied by Fishery Guardian James Feehan of French village, I found the area situated on the foreshores of the eastern side of the harbour. A few scattered oysters are found on a sandy bottom among the weeds and mussels growing around.

There is really no oyster bed, and one can wade in at all times of the tide and pick them up, in fact, at a low tide one would be able to pick many of them up without getting at all wet.

No cultivation could be carried on here, and the total number of oysters taken only amounts to a very few barrels. No oysters or signs of them were found in the channel, which is of a shifting sandy nature and clear of eelgrass or weeds.

In the south-west part of this harbour there is a firm sand and muddy bottom covered with large and small stones, shells and a quantity of mussels growing over this area in a depth diminishing from 10 feet, and gradually shoaling until it reaches the shore where oysters have from time to time been found in small quantities, and it is my opinion that the spat from some of these oysters has been carried by the current on to the flats, and has lived and grown very fast, owing to the shallow water becoming soon heated by the sun's rays striking on the sand at low tide.

Small oysters have also attached themselves to the bridge at the head of the harbour and on the mussel beds just below the bridge, there are also several mussels growing along the shores all around the harbour.

I do not consider any further action can be taken here beyond observing the close season and size limit, as it would be impossible for a steamer to enter this harbour as the bar is composed of shifting sand, and only small open boats can enter here, in fact an ordinary row boat could not be rowed over. Where these oysters were found at low water time, the water was very clear, and the bottom could be distinctly seen all over the harbour during the time of examination.



*Lot 6 and Lot 10.*

I also visited rivers in the above lots in company with Inspector Matheson with a view of setting apart certain areas for mud digging and oyster fishing privileges, but owing to the lateness of the season was unable to make a thorough examination. We obtained all the information possible from farmers and fishermen in the district, and decided to reserve an area in Lot 10 river for the exclusive use of fishermen extending from Goff's bridge down to Paul Gallant's point, above and below this area to be open for the use of mud diggers.

In Mill river Lot 6 most of the beds appear to run along the shores from the channel, into the edge of the river, there are also several small beds in the middle of the stream, many of them marked off by farmers to dig on during the coming winter, these might be used by mud diggers until an examination is made, but the whole river appears to be cut up by mud-digging machines. The beds we examined were largely composed of mussels with a few oysters and shells on the surface.

Oysters appear to be more numerous in these rivers this last few seasons than formerly. I do not think much can be done to improve the grounds, owing to the quantity of mussels growing in these rivers, apart from reserving areas for the use of the fishermen, as I do not consider it advisable to have the whole area destroyed if certain parts can be saved.

*Shediac, N. B.*

During the summer a petition was largely signed by the residents of Shediac and vicinity, praying for a change in the oyster regulations of that place so as to enable clam fishing to be carried on in certain areas, and in compliance with the above request, Inspector Chapman and myself, after an examination set aside a certain portion of the bay on the northern side of the reserved area for clam fishermen to fish upon, and after submitting the facts to the department for its consideration the following Order in Council was passed:—

"That the Order in Council, dated December 16 1892, setting apart certain waters in Shediac Harbour for the natural and artificial propagation of oysters be amended by permitting digging for clams in that area north of a line drawn from the road leading from the highway to the shore, (about a quarter of a mile north of Wilburs' tannery) on the mainland to Mr. Petitpa's house on Shediac island."

I then placed a number of stakes from each mark in a straight line across the bay for the guidance of fishermen and fishery officers giving instructions for all to govern themselves accordingly. On the first day this area was thrown open for public clam fishing, 39 boats with nearly double that number of men availed themselves of the opportunity thus granted them, the number afterwards increased to nearly 50 boats.

This does not in any way affect the oyster beds which were planted here as the dividing line separates the two areas. The object of having this area closed from public fishing &c., was to protect it from being destroyed by mud digging, until it is decided to extend the cultivation of oysters in the inclosure on the beds of which there are several.

Fishing for quahaugs or hard shell clams during the past few years has been increasing very fast and thousands of barrels have been shipped to the United States, bringing in quite a large revenue to the fishermen. Up to the present time there is no protection for them whatever; if the demand continues much longer, as there is every appearance of its doing, it will exceed the supply, and the sooner action is taken in this matter the better it will be for both oysters and clams, as the latter are found on both live and dead oyster-beds, and it is exceedingly dangerous to oyster-beds to have them raked over by the clam fishermen during the spawning season. The hard shell clam burrows on an oyster-bed, while the soft shell clam is found in sand and mud at about low water mark, the latter is used chiefly for bait while the former is used exclusively for edible purposes and this is the kind we have chiefly to do with.

Up to the present time clams have been fairly numerous and the fishermen have been making good wages, while in other cases they have had to look for fresh fields to carry on their work, consequently there is already a sign of scarcity upon some of the beds, and now is the time to establish regulations before the beds become depleted.

## SESSIONAL PAPER No. 22

I would suggest that a close season be established, and that the clam and oyster come under the same regulations. Both species grow on the same area, and during the summer months clams are sent through to the United States, where, I believe, a close season exists from June to September, consequently there is a greater demand during the summer months for Canadian clams, and our oyster beds must suffer under the heavy strain of being raked when nature demands rest.

While in Shediac my time was also occupied in cleaning two of the beds on the reserved area which were not touched last year. On examination I found several small oysters on the beds, but weed and sediment were beginning to accumulate and the areas required cleaning. I was engaged here in raking over the grounds until late in the season when the weather became too cold to continue working any longer and after the first snow storm had set in I removed my stakes from the grounds, picked up my moorings, ran for Point du Chene and on the first favourable opportunity sailed for Charlottetown, P. E.I., where I placed the steamer in her winter quarters.

*Lobster Protection.*

From September 6 to 13 my time was engaged in rendering assistance to Inspector Chapman by patrolling along the shores off Chockfish, Cocagne, Cape Bald and Shemogue accompanied by Overseer Arseneau. We seized what lobster gear we found in the above localities where persons were still continuing to catch lobsters illegally, although an extension had been granted them this season. On September 15, we proceeded to Tormentine where Fishery Officer Noonan accompanied us and remained there until the October 31, when we returned to Shediac.

The illegal lobster fishing is being prosecuted on a very large scale around Cape Tormentine and Bay Verte and stronger measures should be used to suppress this illegal practice which is carried on in a most daring manner. They have very strong, fast and seaworthy lobster boats and carry on their fishing with a system of signals from their friends on shore and thus elude the vigilance of the officers rendering difficult to secure a conviction against them. We destroyed a large number of traps, also seized good rope and anchors which were landed at Tormentine and handed over to Fishery Officer Copp. Bad weather prevented us from going out each day, but whenever an opportunity offered itself we took advantage of it. I consider one of the patrol boats should be placed in this locality and inform fishermen at the close of the season that unless all their gear is promptly taken up after the close season it will be seized. This boat should remain in the locality until all the gear is removed, whether by the fishermen or the officers.

*Oyster Size Limit.*

I again wish to call your serious attention to the size of our oysters as they are sent to market much too small for the merchants who buy them from the fishermen and for the consumer. This is a loss to the beds to have such valuable oysters removed just as they are maturing. There is a very strong feeling among fishermen and wholesale buyers that the size limit is too small, and while it is really legal to catch these small oysters, they are not actually large enough for market, but fishermen will catch them, and the packers are compelled to accept them when they are brought in from the beds and offered for sale.

The demand for oysters is becoming greater each year and now already exceeds the supply. This must eventually lead to the depletion of our public beds unless other measures are adopted to preserve them.

The regulation governing the size limit has been misunderstood from the very time it came into force, and the longer it is left the worse it will become for all those connected with oysters. Clause 6 of the oyster regulations reads as follows:—"No person shall fish for, catch, kill, buy, sell, or have in possession any round oysters of a less size than two inches in diameter of shell, or any long oysters measuring less than three inches of outer shell." Fishermen will argue that any oyster exceeding two inches in length is a round oyster, and it appears so as it is not fully grown or developed, and these men will often take all that comes to the net without any thought of the future. This two inch size limit was expressly made for the Caraquette oysters,



2-3 EDWARD VII., A. 1903

although not mentioned in so many words, but I would respectfully suggest that this clause be amended without any further delay, to read somewhat as follows:—"No person shall fish for, catch, kill, buy, sell, or have in possession any oyster measuring less than three inches of outer shell, with the exception of those taken from Caraquette and the waters of Gloucester county, when the minimum size limit of outer shell must exceed two inches length or diameter."

Three inches diameter of shell implies a very small oyster, and this size is the lowest limit that it is possible to specify to be of any benefit or value to the industry when one considers that if they were left in the water they would soon more than double their size and bulk, and that these oysters are taken from the natural beds and placed on the market for edible purposes.

#### *Private Areas for Licenses.*

Licenses for areas of ground for cultivating oysters were issued by the department for a term of nine years, until within a few years ago, when the provincial governments claimed the ownership and rights over oyster-beds, and since that time nothing has been done in the way of increasing the number of licensed areas either by the provincial governments or the Marine and Fisheries Department, consequently there is a backward tendency and it is a great drawback to the industry not to encourage private cultivation to be carried on as formerly. I have been asked by several persons who are interested in the oyster culture when they would be able to take up an area and cultivate oysters, but at present a satisfactory answer is not possible, and if an understanding with the provincial governments is soon reached that this industry might be encouraged and not checked.

Between 1,100 and 1,200 acres were leased, when the department gave over control, and I sincerely regret that no other step has since been taken in encouraging this industry. The maintaining of a continuous supply is a national benefit. Persons holding oyster areas have no control of the spat, as it floats away from the parent oyster; one might by his own efforts secure some by artificial means, but the natural beds may receive a large share, or the spat may be spread over other areas forming new beds if the soil is suitably adapted to receive it, and thus assist in keeping up a supply which is very noticeably growing shorter.

The very foundation of the oyster industry is to bring it more under private control, as the oysters taken from public beds will always find a ready market either direct with the consumer or the persons holding areas. Any parties going into this venture will find a ready sale for their products, and instead of monopoly it would be competition, which is the life of trade.

#### *New Steamer "Ostrea."*

For some time past the desirability has been pointed out of having a suitable steamboat built for the purposes of examining and cleaning the oyster areas in the lower provinces, and when I submitted last year's report a contract had just been awarded to the New Burrell Johnson Iron Company, Ltd., of Yarmouth, N.S., to build a boat according to plans and specifications approved of and sanctioned by the department. The steamer was built and fitted up during the spring of this year. She is named the '*Ostrea*,' which I think is most appropriate, being closely connected with the work upon which she is engaged.

After two official trial trips, in which she was reported to have made about eight knots an hour, I took her over from the builder's hands on June 23, and sailed on that day for Charlottetown, P.E.I., where I arrived on July 2nd, and from that date until the close of navigation, have been constantly engaged with her. She has proved herself a good sea boat, and is admirably adapted for the work in which she is specially engaged. Her dimensions are 50 feet keel, 13 feet beam, 4 feet 6 inches deep, and she draws 4 feet water.

I have the honour to be, sir, Your obedient servant,

ERNEST KEMP, *Oyster Expert.*



SESSIONAL PAPER No. 22

## APPENDIX No. 12.

## REPORT ON THE FISHERIES PROTECTION SERVICE OF CANADA

By COMMANDER O. G. V. SPAIN.

FOR THE SEASON OF 1902.

OTTAWA, December 31, 1902.

To the Honourable  
The Minister of Marine and Fisheries.

SIR,—I have the honour to report on the work of the Fisheries Protection and Fisheries Intelligence Bureau services, under my charge for the past season, as follows :—

The vessels under my command were :—

*Acadia*, Commander O. G. V. Spain ;  
*La Canadienne*, Commander W. Wakeham ;  
*Curlew*, Captain Pratt ;  
*Petrel*, Captain Dunn ;  
*Kingfisher*, Captain Kent ;  
*Osprey*, Captain Knowlton ;  
*Brant*, Captain McKinnon ;  
*Constance*, Captain May ;  
*Quadra*, Captain Walbran.

The *Quadra* was employed on the Pacific coast, as occasion required, but her main duty was the lighthouse and buoy service.

In addition to these vessels, the department built two sea-going steam patrol launches, which have proved of inestimable benefit in patrolling the waters of the Bay of Fundy and the Cape Breton coast. There is also a third steam launch, which was built some time ago, and is engaged principally in the waters around Prince Edward Island. These launches were officered and manned from the crews of the various vessels ; one being attached to the *Kingfisher*, one to the *Osprey* and one to the *Curlew*.

It is my intention this season to recommend that the department should build a stronger and larger launch, to be attached to the *Acadia*.

The stations of the different cruisers were more or less as follows :—

The *Acadia* patrolling the coasts of the Maritime Provinces. This vessel was, for some considerable period this summer, detached from the fleet, and placed at the disposal of His Excellency the Governor General, at Quebec. His Excellency and party made several cruises in her, one of them being up the Saguenay as far as Chicoutimi, and in recognition of the various trips taken on board, the officers of this ship had the honour to be presented with a silver cup by His Excellency. Unfortunately, however, after having the use of the *Acadia* for about three weeks, she was run into and badly damaged whilst at anchor off King's wharf, Quebec, by the Black Diamond Line steamship *Symra*. This necessitated her being put under immediate repairs at Quebec, which took about six weeks to accomplish. She then proceeded back to her station and took up her regular work.

2-3 EDOUARD VII, A. 1903

I may add that this vessel, though in fairly good order as regards her hull, is not sea-worthy as regards her boilers and engines; they have been taken the greatest care of by the chief engineer, Mr. Mooney, but are twenty-three years old, and nothing will last forever.

*La Canadienne.* This vessel works independently of the rest of the fleet, and is under the charge of Commander Wakeham. She is principally engaged in looking after the fisheries on the Labrador coast. This ship has been very unfortunate this year, having been quarantined at Grosse Isle for three weeks owing to a case of small-pox on board; shortly afterwards she ran into a heavy gale of wind off Anticosti, her decks being swept and some boats lost. The report for this vessel will be found amongst the fishery inspectors' reports.

*Curlew.* The usual patrol of this vessel is in the Bay of Fundy, but on account of the large number of United States' vessels on the coast this season, I have had to employ her in various other localities. She was stationed for some three weeks in the Bay Chaleurs to assist the local officers, with the aid of a steam launch, in carrying out the regulations in reference to the salmon fisheries.

*Petrel.* This vessel is entirely employed on the great lakes, principally on Lake Erie; she has done most excellent service this season in stopping the depredations of United States poachers. She has also been found useful on various occasions with regard to the lighthouse and buoy service.

*Osprey.*—This vessel's headquarters are at Canso, and this season she was employed in patrolling the coast from Liscombe to Louisburg. The *Osprey*, although some six years old, is still regarded as one of the finest schooners on the coast.

*Kingfisher.*—This vessel is stationed on the Prince Edward Island and western Cape Breton coast, with headquarters at Souris, P. E. Island. She has been largely engaged, with the assistance of the patrol boat attached to her, in suppressing illegal lobster fishing. Both this vessel and the *Osprey* have done excellent work.

*Brant.*—This vessel has been chiefly engaged in endeavouring to suppress illegal lobster fishing in the Strait of Northumberland. Overseer Hobkirk, of Prince Edward Island, has been in charge of her. In addition to this work, during the open season for lobster fishing, this vessel has been engaged under the control of the agent of the department at Charlottetown, in lighthouse and buoy service.

*Constance.*—This vessel though managed by this department so far as manning and discipline go, is entirely under the control of the department of Customs, and in regard to her movements the instructions of Inspector Fred Jones are carried out.

*Kestrel.*—This is a new vessel which is being built in British Columbia for the protection of the fisheries on that coast. She is more or less a sister ship of the *Curlew*, and it is hoped that she will be launched in time for next season's work.

The department having built the three patrol boats mentioned before, found it unnecessary to charter tugs as we have been doing in previous years. It is found better to own our boats as, in addition to being more economical, the work, I think, is carried out in a more satisfactory manner. The fishermen are, I fancy, at last beginning to understand the absolute necessity for the protection of the lobster fisheries, and in most localities I found that the majority of them are quite willing to assist in bringing the few offenders to justice.

#### SEIZURES.

Captain Dunn of the *Petrel*, made several seizures of a large number of United States gill nets in Lake Erie. These were all sold and the amount realized by the sale placed to the credit of the Receiver General of Canada.

Captain Pratt of the *Curlew*, seized a number of American small schooners for violation of our fishery regulations and for preparing to use dynamite; but taking the season right through, we had little or no trouble with United States fishermen.

In reference to these vessels there has been rather a novelty on the Atlantic coast this season, one schooner being fitted with strong auxiliary steam power, and two others being fitted with gasoline engines; but inasmuch as it is the policy of the department to allow no fuel on board these vessels except wood, the steam seiner found

## SESSIONAL PAPER No. 22

herself unable to procure coal in our ports, and consequently her trip was not nearly as successful as it might have been.

I beg to point out the growing tendency amongst the French fishermen from St. Pierre, Miquelon, to enter our ports for the purpose of procuring bait and, as they do not come under the same system as United States fishermen, who have to procure licenses before doing so, I am afraid if the practice is allowed to be carried on, our own fishermen will feel the competition.

I attach a list of French fishing boats which entered the port of Sydney, Nova Scotia, last season. A large number of these vessels also went to the Magdalen Islands.

LIST of French Fishing Boats which enter the Port of Sydney, Nova Scotia, during the Season of 1902.

Date.	Vessel's Name.	Master's Name.	Ton.	Crew.	—
May 3..	All Rise.....	Poirier. ....	11	5	Seeking Bait.
April 21..	Battinger .....	Jessoun .....	59	16	"
" 22..	Bativia.....	Cohart .....	59	20	"
" 21..	Eugenia.....	Casamaugh .....	15	8	"
May 1..	Eulelia.....	Constantine.....	56	20	"
" 5..	Etigen .....	Casmanger .....	15	8	"
Oct. 1..	Eulelia.....	Constantine.....	56	20	"
April 22..	Gabriel A. Peper.....	Clements.....	63	17	"
" 22..	Gustave Prosper.....	Gauter.....	55	16	"
" 30..	Galatia.....	Choper.....	61	22	"
" 25..	Jarva .....	Courtney.....	64	23	"
May 6..	J. L. C.....	Cavalier.....	58	21	"
April 21..	Maditeen.....	LaFleur.....	57	21	"
" 21..	Mazurka.....	Brenson .....	52	21	"
May 7..	" .....	" .....	52	21	"
April 26..	Novele.....	Henrie.....	63	20	"
" 21..	Progress.....	Bussell.....	22	16	"
" 23..	Peches Francis.....	Grandes.....	40	14	"
May 5..	Progress.....	Victor.....	22	16	"
April 19..	Sapho.....	Poom.....	63	20	"
May 3..	St. Paulese.....	Fremal.....	67	20	"
" 9..	Sapho.....	Poom.....	63	20	"
Sept. 29..	" .....	" .....	63	20	"
April 21..	Ten Nanac .....	Neobly.....	58	17	"
May 1..	Vigilant.....	Rudlard.....	32	16	"
April 28..	Gasimite.....	Hubert.....	54	18	"



2-3 EDWARD VII., A. 1903

SCHEDULE of United States Fishing Vessels to which Licenses were issued under the Act entitled 'An Act respecting Fishing Vessels of the United States of America' during the Year 1902.

Name of Vessel.	Port of Registry.	Tonnage.	Port of Issue.	Fee.
				\$ cts.
Titania.....	Gloucester, Mass.....	77	Canso, N.S.....	115 50
Loring B. Haskell.....	Boston ".....	67	Yarmouth, N.S.....	100 50
Samuel R. Crane.....	Salem ".....	52	".....	78 00
Nereid.....	Gloucester ".....	69	Liverpool, N.S.....	103 50
Argo.....	" ".....	80	Barrington, N.S.....	120 00
J. J. Flaherty.....	" ".....	124	Pubnico, N.S.....	186 00
Arkona.....	" ".....	97	Yarmouth, N.S.....	145 50
John L. Nicholson.....	" ".....	92	".....	138 00
Blue Jacket.....	" ".....	86	".....	129 00
Fernwood.....	" ".....	96	".....	144 00
Helen F. Whitten.....	" ".....	92	".....	138 00
Parthia.....	" ".....	77	Tusket Wedge, N.S.....	115 50
H. L. Trask.....	" ".....	48	Pubnico, N.S.....	72 00
Valkyria.....	" ".....	104	".....	156 00
A. R. Lawson.....	" ".....	85	".....	127 50
H. A. Nickerson.....	Booth Bay, Me.....	83	".....	124 50
Meteor.....	Gloucester, Mass.....	96	".....	144 00
Virginia.....	" ".....	81	Liverpool, N.S.....	121 50
Jubilee.....	" ".....	87	Louisburg, N.S.....	130 50
Nonna.....	" ".....	77	Shelburne, N.S.....	115 50
Aloha.....	" ".....	100	".....	150 00
Dora Lawson.....	" ".....	93	Tusket, N.S.....	139 50
Mabel D. Hines.....	Beverly ".....	92	".....	138 00
Shenandoah.....	Gloucester ".....	77	".....	115 50
Henry M. Stanley.....	" ".....	83	".....	124 50
Wm. E. Morrissey.....	" ".....	93	".....	139 50
Elector.....	" ".....	84	".....	126 00
Margaret.....	Beverly ".....	107	".....	160 50
Acadia.....	Gloucester ".....	90	".....	135 00
Georgie Campbell.....	" ".....	78	Yarmouth, N.S.....	117 00
Maxime Elliott.....	" ".....	75	Lockeport, N.S.....	112 50
Gossip.....	" ".....	91	Halifax, N.S.....	136 50
Tattler.....	" ".....	135	Shelburne, N.S.....	202 50
Slade Gordon.....	" ".....	88	Liverpool, N.S.....	132 00
Masconomo.....	" ".....	67	Shelburne, N.S.....	100 50
Columbia.....	" ".....	89	Pubnico, N.S.....	133 50
Sceptre.....	" ".....	91	".....	136 50
Maggie and May.....	" ".....	88	Yarmouth, N.S.....	132 00
Florence.....	" ".....	63	Shelburne, N.S.....	94 50
Essex.....	" ".....	94	Lockeport, N.S.....	126 00
Harvester.....	" ".....	76	Whitehaven, N.S.....	114 00
Joseph W. Lufkin.....	" ".....	80	Barrington, N.S.....	120 00
Edward A. Perkins.....	" ".....	58	Canso, N.S.....	87 00
Marguerite.....	" ".....	81	Liverpool, N.S.....	121 50
Lizzie M. Stanwood.....	" ".....	76	".....	114 00
Martha A. Brady.....	Eastport, Me.....	53	Shelburne, N. S.....	79 50
Laurence A. Munroe.....	Gloucester, Mass.....	84	Pubnico ".....	126 00
Indiana.....	" ".....	88	Shelburne ".....	132 00
S. P. Willard.....	" ".....	87	Canso ".....	130 50
Helen G. Wells.....	" ".....	67	Port Hawkesbury, N.S.....	100 50
Anglo-Saxon.....	" ".....	72	".....	108 00
Ella M. Goodwin.....	" ".....	86	".....	129 00
New England.....	" ".....	59	Pubnico, N.S.....	88 50
Nellie T. Gaskill.....	Cutler, Me.....	14	North Head, N.B.....	21 00
Arbitrator.....	Gloucester, Mass.....	72	Tusket, N.S.....	108 00
Bohemia.....	" ".....	86	".....	129 00
Bertha D. Nickerson.....	Booth Bay, Me.....	89	Liverpool, N.S.....	133 50
Carleton Bell.....	Wiscasset ".....	104	".....	156 00
Satellite.....	Lubec ".....	18	North Head, N.B.....	27 00
Isaac Collins.....	Provincetown, Mass.....	93	Canso, N.S.....	139 50
Anna L. Sanborn.....	Beverly ".....	17	Yarmouth, N.S.....	25 50
Levanter.....	" ".....	27	".....	40 50
Caroline Vought.....	Vinal Haven, Me.....	48	".....	72 00
Edward Trevo.....	Gloucester, Mass.....	66	Pubnico, N.S.....	99 00
Emma Witherell.....	" ".....	81	N. Sydney ".....	121 50

## SESSIONAL PAPER No. 22

SCHEDULE of United States Fishing Vessels to which Licenses were issued—*Concluded.*

Name of Vessel.	Port of Registry.	Tonnage.	Port of Issue.	Fee.
				\$ cts.
Flirt .....	Gloucester, Mass....	82	Amherst, M.I., Que....	123 00
Edith M. Prior.....	" " .....	78	" " .....	117 16
Lizzie M. Stanley.....	" " .....	92	" " .....	138 17
Annie Greenlow.....	" " .....	69	" " .....	103 66
Effie M. Morissey.....	" " .....	83	" " .....	124 66
Fannie W. Freeman.....	Provincetown " .....	64	St. Peters, N.S.....	96 00
Gloriana.....	Gloucester " .....	76	Canso " .....	114 00
W. H. Moody.....	" " .....	48	Port Hawkesbury, N.S..	72 00
M. B. Stetson.....	Buckeport, Me.....	94	St. Peters, N.S.....	141 00
Ralph H. Hall.....	Gloucester, Mass....	90	Canso " .....	135 00
Eglantine.....	" " .....	67	Yarmouth " .....	100 50
Wm. Matheson.....	Provincetown " .....	72	St. Peters " .....	108 00
Lizzie Maud.....	Vinal Haven, Me....	48	Yarmouth " .....	72 00
Juinata.....	Boston, Mass.....	49	Shelburne " .....	73 50
Ada S. Babson .....	Buckeport, Me.....	99	St. Peters " .....	148 50
Cosmos.....	S. W. Harbour, Me..	25	Liverpool " .....	37 50
S. L. Foster.....	Cranberry Isles " ..	30	Lockeport " .....	45 00
Bertha May.....	Vinal Haven " .....	47	Barrington " .....	70 50
Howard Holbrook.....	Gloucester, Mass....	68	" " .....	102 00
Edith McIntyre.....	Booth Bay, Me.....	96	St. Peters " .....	144 00
* " .....	" " .....	96	" " .....	144 00
Vanguard.....	Cranberry Isles, Me.	25	Lockeport " .....	37 50
John Nye.....	Buckeport " .....	38	Shelburne " .....	57 00
Vigilant.....	Gloucester, Mass....	87	Canso " .....	130 50
	Total.....	6,743		10,115 15

\* For 1901.

Number of vessels (including Edith McIntyre for 1901)....	89
Amount of tonnage.....	6,743
Amount received for fees.....	\$10,115 15

2-3 EDOUARD VII, A. 1903

LIST of United States Fishing Vessels which have entered Canadian Ports for the year ending October 31, 1902: showing net tonnage, crew and the number of times each Vessel entered the several Ports.

(These vessels have nearly all been boarded by the Dominion Cruisers, either in our ports, or inside the territorial limits, as well as reporting at the Custom Houses in the Various Ports.)

Number.	Name of Vessel.	Net Tonnage.	Number of Men.	Arschut.	Burrington.	Canso.	Georgetown, P. E. I.	Halifax.	Liscombe.	Liverpool.	Lockeport.	Lonisburg.	Lunenburg.	North Sydney.	Port Hawkesbury.	Port Hood.	Port Mulgrave.	Shelburne.	Souris, P. E. I.	Whitehead.	Yarmouth.	Total Entries.
1	A. E. Whyland.....	96	18							1	2											3
2	A. M. Nicholson.....	100	20															2				2
3	A. S. Caswell.....	46	16																		1	1
4	A. T. Gifford.....	58	16					1		1								3				5
5	Ada K. Damon.....	89	13												1							1
6	Ada S. Babson.....	94	17												1							1
7	Admiral Dewey.....	78	19					3		1		1										5
8	Agnes E. Downes.....	59	14					1														1
9	Agnes G. Gleason.....	44	16							1								2				3
10	Alcine.....	51	18					1										1				1
11	Alice M. Jacobs.....	88	22																			1
12	Alice R. Lawson.....	86	18				2	1	1	1											3	8
13	Alice S. Hawkes.....	38	16				2															2
14	Alsha.....	100	21							1								2				3
15	Alva.....	74	18								1							3				4
16	American.....	99	18							1												1
17	Anglo-Saxon.....	72	18	1												1			1			3
18	Annia L. Sanbourne.....	17	8																		3	3
19	Annie Greenlow.....	69	18			3	1							1								5
20	Annie M. Parker.....	100	18			1								1								2
21	Annie Wesley.....	65	17							2												2
22	Arbitrator.....	72	18																		2	2
23	Arbutus.....	86	20							1					2			3				6
24	Arcadia.....	90	20			7				3				4	1						3	18
25	Argo.....	80	18		3					1				1	1			1		1		16
26	Arkona.....	97	21			5															2	11
27	Arthur Binney.....	112	22							1				1				2				4
28	Atlanta.....	74	18									1						1				2
29	Belle Franklin.....	52	16		4																2	6
30	Belle J. Neal.....	76	18																	1		1
31	Benjamin F. Phillips.....	102	22															1				1
32	Bertha D. Nickersen.....	89	21							1					1							2
33	Bertha May.....	47	18		2					1												3
34	Bertha and Pearl.....	77	18							1				1						1		3
35	Bessie M. Devine.....	91	17			2	1			1				1						2		7
36	Blauche.....	78	20			1								1				1				3
37	Blue Jacket.....	86	18			6	1							1								10
38	Bohemia.....	86	18			2								3						6		11
39	Braganza.....	67	18							1								4			1	6
40	Canopus.....	73	18							2								1				3
41	Carleton Belle.....	104	18							4	3											7
42	Caroline Vought.....	48	16			3		1		4		1									4	13
43	Carrie C.....	71	16		1													3				4
44	Carrie M. Babson.....	62	16							1	1											2
45	Cavarie.....	59	14							1												1
46	Cecil H. Low.....	75	14							1								1			1	3
47	Centennial.....	86	17					1														1
48	Columbia.....	89	18			4	2							2				1		2		11
49	Colonial.....	79	18															1				1
50	Corona.....	82	17							3												3
51	Corsair.....	78	19				1			1												2
52	Cosmopolitonia.....	40	9								2							2				4
53	Cosmos.....	25	10			2	1			1	2							1				7
54	Constellation.....	89	19			2				1				2				1				6
55	Dauntless.....	77	17			1								2								3
56	David Sherman.....	67	16					2												1	3	6
57	Dictator.....	92	20							1											1	2
58	Dora A. Lawson.....	93	18			1				1				2							2	6



## SESSIONAL PAPER No. 22

LIST of United States Fishing Vessels which have entered Canadian Ports for the year ending October 31, 1902, &c.—*Continued.*

Number.	Name of Vessel.	Net tonnage.	Number of men.	Arcuat.	Barrington.	Canso.	Georgetown, P.E.I.	Halifax.	Liscombe.	Liverpool.	Lockeport.	Louisburg.	Lunenburg.	North Sydney.	Port Hawkesbury.	Port Hood.	Port Mulgrave.	Shelburne.	Souris, P.E.I.	Whitehead.	Yarmouth.	Total entries.
59	Dreadnought.....	74	17							1		1										2
60	E. C. Hussey.....	41	18		2																1	3
61	E. S. Eveleth.....	61	16																			3
62	Edith Emery.....	86	15															3	1			1
63	Edith M. Prior.....	78	19			2				2					1			5			2	12
64	Edna Wallace Hooper.....	97	18		1		1			2					1				1			6
65	Edward A. Perkins.....	58	18			1				1					1							4
66	Edward A. Rich.....	79	16		1													2				1
67	Edward Trevoys.....	66	18			4	2			1								1			1	9
68	Edwin B. Holmes.....	49	15		1					1								1			4	7
69	Effie M. Morrisey.....	83	20			2				1								1				4
70	Eglantine.....	67	18			1															2	3
71	Elector.....	84	20			1								1							3	5
72	Electric Flash.....	80	18			1				1									1			3
73	Ella G. King.....	52	12							1								1				2
74	Ella M. Goodwin.....	86	20			1		1		2					1			6				11
75	Ella M. Jacobs.....	88	22							1												1
76	Ellen F. Gleason.....	42	16															1				1
77	Emma E. Witherell.....	81	18			3				2		1		2								8
78	Emma and Helen.....	62	18				1			2												3
79	Essex.....	84	18			1					2											3
80	Estelle S. Numan.....	33	7																		1	1
81	Everett Pierce.....	68	15		1					1											1	3
82	Fannie S. Orne.....	61	13															2				2
83	Ferdinand.....	96	18																		2	2
84	Fernwood.....	96	18			4	1					1			1							7
85	Flirt.....	82	23			2				1					1			1			1	6
86	Florence.....	63	13	4		1				1						1		1				8
87	Flousta.....	63	12												1			1				2
88	Frank G. Rich.....	72	16			1															1	2
89	Gardener W. Tarr.....	62	14																		2	2
90	George E. Lane, Jr.....	73	13															3				3
91	George F. Edmunds.....	100	17																			3
92	George Campbell.....	78	20			1								1					1		1	4
93	Gilbert Geizer.....	53	16																		1	1
94	Gladiator.....	75	18	1				1														2
95	Gloriana.....	76	18			2								1				3				6
96	Golden Hope.....	76	18			2																2
97	Golden Rod.....	98	18												1							1
98	Gossip.....	91	20	1		2	1	1		2				1		1		4				13
99	Grace Darling.....	47	16		1													2			4	7
100	Grace Otis.....	54	14		2																	2
101	Grayling.....	87	18			1					1			1								3
102	Harbinger.....	46	14															1				1
103	Harriet W. Babson.....	99	18			1	1							1								3
104	Harry G. French.....	67	16							2												2
105	Harry L. Belden.....	117	20																		4	4
106	Harvard.....	76	18													1						1
107	Harvester.....	76	20			1	1				1							4	1		4	12
108	Hattie A. Heckman.....	76	18								1											1
109	Hattie L. Trask.....	48	17			1	2			1	1			2				2			3	12
110	Hazel Oneita.....	73	18				1			2	1			2				2			2	10
111	Helen F. Whittin.....	92	20									1		4				1			3	10
112	Helen G. Wells.....	73	18	1	1	1				2		1		1	1			2		1		11
113	Henry A. Nickerson.....	83	20				1							3								7
114	Henry M. Stanley.....	88	18			3		1				3		2							1	10
115	Hiram Lowell.....	95	18							2												2
116	Horace B. Parker.....	67	21	1		2									3							6
117	Howard Holbrook.....	80	16		1	2				3	1			1								8
118	Illinois.....	78	20			1									1			1				3
119	Independence.....	102	22							1												1
120	Indiana.....	88	20			1	1			1				1				9				13

2-3 EDWARD VII., A. 1903

LIST of United States Fishing Vessels which have entered at Canadian Ports for the Year ending October 31, 1902, &c.—*Continued.*

Number.	Name of Vessel.	Net tonnage.	Number of men.	Arschat.	Barrington.	Canso.	Georgetown, P. E. I.	Halifax.	Liscombe.	Liverpool.	Lockeport.	Louisbourg.	Lunenburg.	North Sydney.	Port Hawkesbury.	Port Hood.	Port Mulgrave.	Shelburne.	Souris, P. E. I.	Whitehead.	Yarmouth.	Total entries.
121	Iolanthe .....	49	14								2											2
122	Irene & May .....	62	16															1				1
123	Isaac Collins .....	93	22			1																1
124	Ivanhoe .....	91	19					1														1
125	J. E. Garland .....	57	14																			1
126	James A. Garfield .....	50	17		3													1				3
127	James G. Blain .....	78	18							1								1				2
128	Jennie B. Hodgdon .....	85	22					1		1					1			2				5
129	Jennie & Agnes .....	85	18			1				1								1				2
130	John J. Flaherty .....	124	22			1		1				2		2				1			2	9
131	John L. Nicholson .....	92	18			3				1											3	7
132	John Nye .....	38	14			1		2	6	1								2				12
133	Joseph P. Johnson .....	93	21								1							2				3
134	Joseph W. Lufkin .....	80	20		3	3				2								2				10
135	Joseph Warren .....	49	15		1																	1
136	Jubilee .....	87	18	1		1					1		1	2			2	3				11
137	Judique .....	89	20			2				1		1						3			2	9
138	Juniata .....	49	18		1													4			1	6
139	Kearsage .....	93	17			1		2				1			1					1		6
140	Kentucky .....	91	19			2								1				4				7
141	Landseer .....	71	18					1										1				2
142	Latona .....	71	17			1				1		2		2								6
143	Lavanter .....	27	15																		5	5
144	Lawrence A. Munroe .....	84	16			2			1			1							2		3	9
145	Lawrence Murdock .....	42	16							2								1				3
146	Lena & Maud .....	75	17					3				1						3				7
147	Lewis H. Giles .....	94	17			1				3				1							2	7
148	Lizzie Griffin .....	71	23		1																	1
149	Lizzie M. Stanley .....	92	20			1												1			1	3
150	Lizzie M. Stanwood .....	76	18						2	3			1	2								8
151	Lizzie Maud .....	48	18								3									1		4
152	Loring B. Haskell .....	67	20			1														16		17
153	Lorna Doone .....	48	12			1												1				2
154	Lottie Byrnes .....	68	15															1				1
155	Lottie G. Merchant .....	79	18			1		2						2	1							6
156	Lucinda I. Lowell .....	77	18			1		1		2					2			1				7
157	M. B. Stetson .....	94	17												1							1
158	M. H. Perkins .....	50	18		2													1				3
159	Mabel D. Hines .....	92	19			3								1							2	6
160	Madonna .....	79	18					1											2			3
161	Maggie and Hattie .....	59	21		1													1				1
162	Maggie and May .....	88	19											8				1			3	12
163	Maggie E. Turner .....	44	14															2			2	4
164	Maggie Sullivan .....	123	20															2			2	4
165	Manhasset .....	79	23		1																	1
166	Margaret .....	79	18					1		1								1				3
167	Margaret Leonard .....	20	10							1								1				2
168	Margaret .....	107	20			3	1				1			4	1						1	11
169	Marguerite .....	81	21							1												1
170	Marion E. Turner .....	45	14															1				1
171	Marsala .....	54	14															3			1	4
172	Marshall L. Adams .....	91	21							1								1				2
173	Martha A. Bradley .....	72	14	2		1		1		1		1			2			1			1	10
174	Mary Harty .....	77	18					1														1
175	Mary T. Fallon .....	50	14															1				1
176	Masconoma .....	67	20			1					5							1				7
177	Massachusetts .....	102	22			3				1												4
178	Malta Kissett .....	50	18		2																	2
179	Matthew Keaney .....	47	13															2				2
180	Maud M. Story .....	53	13							1								3				4
181	Maxime Elliott .....	75	22			1				1	2	1										5
182	Meteor .....	96	18			2			1	1							1	2			2	9



## SESSIONAL PAPER No. 22

LIST of United States Fishing Vessels which have entered at Canadian Ports for the Year ending October 31, 1902, &c.—*Continued.*

Number.	Name of Vessel.	Net tonnage.	Number of men.	Arichat.	Barrington.	Canso.	Georgetown, P. E. I.	Halifax.	Liscombe.	Liverpool.	Lockeport.	Louisbourg.	Lunenburg.	North Sydney.	Port Hawkesbury.	Port Hood.	Port Mulgrave.	Shelburne.	Souris, P. E. I.	Whitehead.	Yarmouth.	Total entries.
183	Miranda.....	76	18						4	1								2				7
184	Mist.....	48	16			1																1
185	Monarch.....	92	18			1																1
186	Mystery.....	89	18																		2	2
187	Nannie C. Bohlin.....	96	18					2							1			1				4
188	Nellie Dixon.....	58	14																		2	2
189	Nellie Franklyn.....	68	18							1												1
190	Nellie M. Snow.....	61	16							1								1				1
191	Nelson Y. McFarland.....	65	13															1				1
192	Nereid.....	69	18			7				3								2		2	5	19
193	New England.....	59	16	1	2												2				1	6
194	Niagara.....	78	18		2		2			1	1				1							7
195	Nokomas.....	97	21												1							1
196	Noonday.....	71	18	1																		1
197	Norma.....	77	21		2							1						1				4
198	Norumbega.....	91	18					1														1
199	Norvahoe.....	91	20			1				2							1	1		1		6
200	Nourmahal.....	86	18			1		1							2							4
201	Oiga.....	77	18					1										4				5
202	Oregon.....	79	18			1				2					3		3					9
203	Orinoco.....	88	18									1										1
204	Orpheus.....	74	16							4	1							3			1	9
205	Parthia.....	77	19			4					2			1						4		11
206	Pariot.....	58	14															2				2
207	Pauline.....	51	14															2				2
208	Pinta.....	68	17															1				1
209	Preceptor.....	89	20												1		1					2
210	Priscilla.....	73	14					1	1					1				2				5
211	Priscilla Smith.....	89	17			1						1		2							1	5
212	Procyon.....	85	16								2							1				3
213	Puritan.....	62	15													1						1
214	R. G. Trend.....	67	18								1											1
215	Ralph E. Eaton.....	47	12							1												1
216	Ralph F. Hodgdon.....	59	14	1											1							2
217	Ralph H. Hall.....	90	18			1						1			2							4
218	Ralph Russell.....	48	18																		1	
219	Ramona.....	58	17			1									1			2				4
220	Regina.....	111	22															1				1
221	Reliance.....	83	18								1											1
222	Richard Wainwright.....	98	18					1														1
223	Rigel.....	87	18						1	6								4		1		12
224	Robin Hood.....	65	18			4															1	5
225	Rob Roy.....	79	18			1			1			1										3
226	Rozella.....	34	10							1								2				3
227	Ruth D. Nickerson.....	89	16					1														1
228	Ruth M. Martin.....	63	20							2	1							5			1	9
229	S. F. Maker.....	78	19			1		1							5							7
230	S. L. Foster.....	30	12								10							1				11
231	S. P. Willard.....	87	20			4				1								3				8
232	Samuel R. Crane.....	67	18																		8	8
233	Sarah E. Lee.....	74	18									1			2	1			2			6
234	Sceptre.....	91	20			1	1								1						2	5
235	Senator.....	74	18									1						1				2
236	Senator Gardener.....	94	21					3		1												5
237	Senator Saulsbury.....	77	18							3								2				5
238	Sheffeyld.....	61	15		3																	3
239	Shenandoah.....	77	19			5			1	1					1						2	10
240	Slade Gordon.....	89	20	1		4			1	2		1			2			3			1	15
241	Smuggler.....	91	18			2									1							4
242	Speculator.....	77	17			1		1	1	1			1		2			1				8
243	Sylvia M. Nunan.....	33	12															1				1
244	Sythia.....	110	17			1						1			4				2			8



2-3 EDOUARD VII, A. 1903

LIST of United States Fishing Vessels which have entered at Canadian Ports for the Year ending October 31, 1902,—*Concluded*.

Number.	Name of Vessel.	Net Tonnage.	Number of Men.	Arichat.	Barrington.	Canso.	Georgetown, P. E. I.	Halifax.	Liscombe.	Liverpool.	Lockeport.	Louisbourg.	Lunenburg.	North Sydney.	Port Hawkesbury.	Port Hood.	Port Mulgrave.	Shelburne.	Souris, P. E. I.	Whitehead.	Yarmouth.	Total entries.
245	T. M. Nicholson .....	91	18	..	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	2
246	Tacoma .....	71	18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	1
247	Tailsman .....	88	18	..	..	..	..	..	..	1	..	1	..	..	..	..	..	..	..	..	..	2
248	Tanlison .....	17	9	..	..	..	..	..	..	..	2	..	..	..	..	..	..	1	..	..	..	3
249	Tatrer .....	135	28	..	..	2	1	..	..	2	..	..	..	..	..	..	..	3	..	..	..	8
250	Thalia .....	78	17	3	..	..	..	..	..	..	1	..	..	..	..	..	..	3	..	..	..	7
251	Theodore Roosevelt .....	90	18	..	..	1	1	..	..	1	..	1	..	..	..	..	..	..	..	..	..	4
252	Titania .....	77	20	..	..	2	..	1	..	2	..	..	..	2	..	1	..	1	..	..	..	9
253	Triton .....	67	13	..	..	..	..	..	..	..	..	..	..	..	..	..	..	2	..	..	..	2
254	Uriel .....	69	18	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1
255	Valkyrie .....	104	20	..	..	1	1	..	..	1	..	1	..	3	..	..	..	..	..	3	..	10
256	Vanguard .....	25	10	..	..	..	..	..	..	2	..	..	..	..	..	..	..	..	..	..	..	2
257	Vera .....	77	18	..	..	2	..	..	..	1	..	..	..	1	..	..	..	2	..	..	..	6
258	Vessa .....	75	16	6	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	7
259	Victor .....	75	18	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
260	Vigilant .....	87	18	..	..	1	..	..	..	6	..	..	..	..	1	1	..	4	..	..	..	11
261	Virginia .....	81	18	1	..	1	..	..	..	6	..	..	..	..	..	..	..	4	..	..	..	14
262	Volant .....	96	18	..	..	..	..	1	..	2	..	..	..	..	..	..	..	6	..	..	..	9
263	W. E. Morrissey .....	93	19	..	..	2	1	..	1	1	..	1	..	1	..	..	..	1	..	1	..	8
264	W. H. Moody .....	48	16	..	..	1	1	..	..	4	..	..	..	..	1	..	..	1	..	..	..	8
265	Wallace Hooper .....	97	18	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	1
266	William H. Rider .....	65	17	3	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	1	..	5
267	William Matheson .....	72	17	..	..	1	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	2
Total .....		19,897	4657	15	52	200	2	72	30	167	43	48	6	111	43	1	14	238	4	20	173	1239

SESSIONAL PAPER No. 22

## ANNEX A.

### OFFICERS' REPORTS.

#### REPORTS OF CAPTAINS COMMANDING CANADIAN CRUISERS.

##### CRUISER 'OSPREY.'

To Commander O. G. V. SPAIN,  
Commanding Fisheries Protection Service of Canada,  
Ottawa.

SIR,—I have the honour to submit to you my annual report on the work performed by the ship under my command during the season of 1902.

Having received instructions from you during winter to commission the *Osprey* on May 10, I arrived at Shelburne on the 7th of that month, and found the work of fitting progressing slowly, weather being unfavourable. However, I succeeded in commissioning on the 14th, signed a small number of mostly inexperienced men, being all that was obtainable. Men were exceedingly scarce. On the 15th, unmoored and anchored in stream, and by your order on the 16th, weather being fine, we proceeded to sea, cruising eastward, arriving at Lunenburg same evening in search of men to fill up our crew. After several days we succeeded in getting two more men. Even then our crew was small. On the 21st we proceeded, arriving at Halifax that evening, where we replenished our stores and signed two more men, but their nautical education was mighty limited. However, we went to sea on the 23rd, cruising eastward. P.M. same day came to at Owl's Head, fog closing in. A.M. on the 24th, fog clearing, we proceeded. P.M. dense fog. Come to at Sheet Harbour, and was detained by a continuation of fog until the 29th, on which date we proceeded, and arrived at Whitehead at 4 P.M. same day. We remained here until the 31st in connection with our various duties, after which we went to sea, cruising eastward. P.M., strong N.W. winds, working up Chedabucto bay and anchored at port Port Malcolm that evening. Sunday, 1st of June, weather fine, went to sea, cruising south across the Chedabucto bay, and at 1:20 p.m. arrived at Canso. On the 2nd a fleet of six U.S. seiners came into port from the east, bound home, having done rather poorly. 4th, we proceeded to sea, cruising westward, and came to anchor off entrance Country harbour; dense fog, light southerly. 5th, reached Liscomb, found the cruiser *Acadia* in port, and sailed at once. On the 6th had a heavy norther, after which we proceeded and cruised eastward. The U.S. fleet having gone west, we proceeded to cruise on this station, carrying out several duties, until your orders by wire, when we proceeded to Port Hawkesbury and hauled ship on marine slip on July 1 and had ship's bottom cleaned and painted, which was much needed. We were detained on slip by a continuation of stormy weather until the 7th, when we went off slip and made sail, arriving at Canso that same evening. I received your telegram saying 'meet me to-morrow, afternoon train.' On the 8th, after taking water and stores, made sail and reached Port Hawkesbury. On that evening, on arrival of train, you joined the ship. A.M. on the 9th went to sea, cruising to southward. Passed through St. Peter's canal at noon. P.M. ran down lake, passing through grand Grand Narrows bridge at 4.15 p.m. Found the cruiser *Acadia* at anchor under Uniacke Point, near the bridge. You transferred to her. The *Osprey* proceeded on to Baddock, where we anchored until further orders, on the evening of the 10th, you came in on the *Acadia* and joined the *Osprey* again. On the 11th, cruising down lake passing out to sea at 11 a.m., arriving at North Sydney that afternoon, where we remained until the 15th, when we made sail and stood to sea. P.M., working through



2-3 EDWARD VII., A. 1903

lake, fresh westerly. By times same evening come to at Baddock. 16th, working to windward again. 1.55 p.m., passed through Narrows bridge with a strong westerly breeze. 6 p.m., come to anchor at eastern entrance of St. Peter's channel, very stormy. 17th, working to windward again. This has been a case of working to windward from Point Aconi to St. Peter's canal, which place we passed through at noon and reached Port Hawkesbury that night, where you left us at noon on the 18th. That same afternoon we made sail and stood southward, arriving at Canso, and took up our usual patrol work, looking after everything in connection with the protection of our fisheries. July 28, the launch *Davies* arrived, assisting in carrying out our duties, particularly the lobster regulations in the close season, for which purpose we have found her to render very great assistance.

On the 7th of August while at Isaac's harbour, I received orders from you to proceed to Charlottetown, and have ship's company measured for uniform suits. Morning of 8th went to sea, noon sent boat ashore at Canso for mails while the ship reached in the offing, at 1.30 p.m. Boat returned, we then bore up for Strait of Canso, 6 p.m. off Cape George, and at 6 a.m. on the 9th at Charlottetown. Eight a.m. dressed ship in honour of the coronation of Edward VII., our beloved King, and at 12 o'clock, noon, to show a further appreciation of the event, we fired a royal salute of 21 guns. On the 12th, after having crew measured, ship stored, we went to sea cruising southward, arriving at Port Hawkesbury same night, fog and rain. Next morning weather improved, proceeded and arrived at Canso on that day. The *Davies* joined us again and on the 14th went to sea cruising westward, launch in charge of chief officer, going along the shore among the islands and runs in search of traps. On the 21st of October, the first fall U. S. seiner arrived at Liscombe bound for east coast of Cape Breton. He reported nine other seiners leaving with him. Had not seen any mackerel. On the 27th, we met the steam seiner *Alice M. Jacobs* standing into Beaver Harbour. A strong S. W. breeze was blowing with a heavy sea. The weather has been very changeable and bad during the greater part of this month. On the 1st of November, I received your order to place the *Osprey* into her winter quarters at Shelburne on the 20th instant. I continued our patrol work with both *Osprey* and launch *Davies* all along the coast, leaving *Davies* at Marine and Fisheries dock, Halifax. Proceeding westward on the 16th, we arrived at Shelburne on the 17th, went into winter quarters on the 18th, and on the 19th paid out of commission. The season has been uneventful, everything going smoothly.

I have the honour to be, sir,

Your obedient servant,

C. T. KNOWLTON,  
*Commanding Cruiser Osprey.*

GOVERNMENT CRUISER 'KINGFISHER'.

SHELburne, N. S., December 5, 1902.

Captain O. G. V. SPAIN,  
Commanding Fishery Protection Service,  
Ottawa.

SIR.—I beg to submit my annual report of the work of the cruiser *Kingfisher*, for the season 1902.

Acting upon your instructions, I commissioned the vessel on April 21 and, after fitting out, sailed on the 24th from Shelburne, cruising eastward, up through the Gut of Canso and reached the Magdalene islands, where I anchored on April 27, having encountered a little boisterous weather. American and French fishermen in quest of bait were boarded by us.



## SESSIONAL PAPER No. 22

May 14, left the Magdalene islands, cruised towards Sydney, where we anchored on the 5th, boarded several American and French trawlers taking in herring for bait. On May 7, on information given by the collector of customs, Sydney, I ordered a watch to be put on the American trawler, *Blanche*, but the information having been proved in error, further proceedings were found unnecessary and, by your order, the vessel was released. May 9, left Sydney and cruised west coast of Nova Scotia touching at various ports and making Lunenburg, where we arrived on the 17th, headquarters. May 19, the advance guard of the American fleet of seiners arrived and anchored at Mosher's island, and on May 24 many seiners were seen passing at a distance, bound eastward. On that day we left Lunenburg, cruising eastward, calling at several ports, and on the 30th arrived at Souris, P.E.I., taking up our station there, until further orders. On June 9th first officer L. A. Demers left the ship to join cruiser *Acadia*. Second officer continued acting in his place. On July 6 reached Pictou, hauled vessel over on slip where full repairs and painting was done. Finished work on the 11th of July and sailed from Pictou on the 12th, taking up station at Souris. Found on the way across the straits, that the vessel was leaking badly. Means were taken to discover leak, but to no effect, therefore, acting upon your instructions, returned to Pictou July 21, and hauled over on the slip again on the 23rd. The leak having been found and stopped, the ship was launched on the 24th and sailed that date for Georgetown. August 10, returned to Pictou and ship's company were measured for uniforms. August 13, left Pictou, cruising to the southward, calling at Hawkesbury and Arichat and going through the lakes called at Baddeck, and reached North Sydney on August 15. On the 20th left Sydney cruising along the west coast of Cape Breton through the Gut of Canso and reached Souris on the 22nd, taking up our station.

The catch of mackerel was small in Prince Edward Island, only two seiners visited my station this season, remaining a short time. The catch of mackerel at Magdalene islands was very good, some 10,000 barrels being secured.

August 30, went to Pictou and took control of steam launch officially known as *No. 1*. Left Pictou September 5, reached Georgetown same day. Every day when weather admitted launch was sent out searching for illegal lobster fishing. September 16, off Grand river, traps were destroyed, and on same day at Boughten island, traps were destroyed. September 18, traps were destroyed off Graham Point, and on the 23rd, ten were destroyed off Rollo bay, and I made a seizure of eight cases of lobster at Northside on information received by the local fishery officer. September 11, steam launch destroyed two hundred traps off New Port. October 2, steam launch, in charge of second officer, left for Pictou and continued searching the bays from Pictou to Pugwash for lobster traps. October 15, one hundred and fifteen traps were destroyed off Birch Point by the crew of the steam launch. October 17, we sailed from Souris to Hawkesbury, where steam launch joined us on the 18th. October 20, sailed from Hawkesbury, going through Bras d'Or lakes. While going through, the second officer fell on the deck and broke a small bone of right ankle. Reached North Sydney on October 24; found thirteen American seiners in port, which we boarded. November 4, first officer Demers rejoined vessel and second officer left. By October 11 all the American seiners had sailed for home, their catch was small, the highest vessel had 90 barrels. We followed immediately on their departure, calling at Louisbourg, Arichat, Canso, Liscombe and Halifax, and finally at Shelburne, where I proceeded to dismantle the ship for the winter and paid crew off on November 30.

I may remark that, though my cruising station on Prince Edward Island covers a large area, I find that with the exception of the few traps destroyed, the fishing community complies with the existing laws, and we found them willing to assist us with information to prevent the violation of the laws by others. It gives me great pleasure to state that my crew have aided me greatly by their diligence and implicit obedience in carrying out the season's work.

The steam tender *No. 1* has proved a great advantage in carrying out more fully the duties of patrolling. It is my humble opinion that everything has been done that can be done towards effectually preventing any contravention of the lobster fishing laws. With your permission I would suggest that, if *No. 1* was finished exactly as the *Lucy Clive*, it would prove a safer boat in case of being suddenly caught in a strong

2-3 EDWARD VII., A. 1903

breeze. The boat would also be more comfortable, especially towards the fall, when the days get colder. Throughout the whole season the weather has been most variable and very often so stormy, as to prevent me from doing any distant cruising.

All the above respectfully submitted.

I am, sir,

Your obedient servant,

W. H. KENT,

Commanding Cruiser 'Kingfisher.'

ANNUAL REPORT OF THE CRUISER 'PETREL' FOR 1902.

CAPT. O. G. V. SPAIN,

Commanding Fisheries Protection Service of Canada,  
Ottawa.

SIR,—I have the honour to report as follows on the work performed by the *Petrel* during the past season. The ship, which was laid up at Walkerville, and was fitted out by April 15, but on account of deficiency of crew she was not placed in commission until the afternoon of May 3, when a departure was made for Amherstburg, where coaled that evening. On Monday the 5th, departed for the fishing grounds and established the regular patrol of them. On the 12th I placed Bar Point gas buoy and located wreck of schooner *Mt. Blanc*. 14th, placed spar buoy to mark wreck and also one on Grecian shoal. Same day placed gas buoy on Grubb Reef. 15th, I placed three spar buoys on Middle Ground to indicate the extent of the shoalest part of it. 24th, was ordered to Windsor to celebrate Victoria Day. Dressed ship and fired a royal salute of twenty-one guns. Afterwards crossed over the river to Fort Wayne and took on board a number of American officers and their ladies, who, with a company of their men, assisted to celebrate the day at Windsor. June 2nd, placed spar buoy on North Harbour Reef. Same day I seized one hundred and sixty-three American gill-nets set in our waters east of Pelee Island. 17th, I placed a spar buoy at the wreck of the *Specular*. 27th, I seized twenty-four whitefish gill-nets off Long Point. July 11, I seized fifty-nine whitefish gill-nets off Long Point. 22nd, I seized one hundred and thirteen American gill-nets (whitefish) set in our waters off Long Point. 31st, took sextant angles to locate wreck of steam barge *Dunbar*, and took soundings. August 9, dressed ship and fired a royal salute of twenty-one guns. In the afternoon by instructions took on board Sir John and Lady Carling and party. 13th, I seized eleven whitefish gill-nets off Long Point obtained by grappling. 25th, I seized one hundred and eleven gill nets also off long Point. 27th, I went to the wreck of the steamer *City of Venice*, cleared away wreckage and afterwards pulled out mast leaving no obstruction to navigation. September 2, I seized twenty-two herring gill-nets set in our waters off Long Point. Again on the 3rd I seized near the same place forty-one gill nets. 9th, I replaced Bar Point gas buoy, which had been broken from its moorings by some passing vessel. Capt Geo. P. McKay, of Cleveland, was on board, whom I conveyed to Pelee Passage Light Ship and afterwards landed him at Cleveland. 17th, I seized forty-six herring gill-nets and twenty-six whitefish gill-nets, seventy-two all told; again on the 18th I seized a gasoline fishing tug with sixty-five gill-nets on board and a quantity of fish. 22nd, located wreck of steamer *Stephens* which I reported to the Deputy Minister. 27th, I seized eighty-five gill-nets off Long Point. 29th, I seized thirty-two gill-nets. I sighted two tugs fishing in our waters about ten miles east of Long Point. They let go their nets and ran over the line. We got twenty-two nets belonging to one tug and ten of the others. On the 13th I seized thirteen gill-nets off Long Point. October 3, worked for four hours and forty minutes pulling out main mast, booms, gaffs, &c., of the wreck of the schooner *Barr*, leaving the mizzen and four masts to be blown out. The 11th, I seized nine gill nets also off Long Point. 17th, departed from Kingsville conveying Col. Anderson to Pelee Island to see Mr. Noble and to inspect the Middle Ground lighthouse, returning to Kingsville same day. 18th,



## SESSIONAL PAPER No. 22

replaced Grubb Reef gas buoy which had broken from its moorings and had been towed into Kingsville. 31st, could not find wreck of schooner *Barr*, but found her foretop mast floating heel end up with a lot of wire rigging attached, which, trailing on the bottom, prevented its getting out of the track of vessels. Cut rigging adrift and let spar go. Could find nothing more of the wreck. November 4, I seized six gill-nets. 7th, worked all forenoon trying to move wreck of the *Lulu Beatrice*, breaking the tow line several times; the wreck being full of mud and sand could not move it. 8th, blew up wreck with dynamite. 9th, I seized sixteen herring gill-nets off Long Point. 10th, by your orders fired a royal salute of twenty-one guns. 13th, I took up the spar buoy which marks the location of the southeast light ship and placed another in its stead. 14th, I seized fifty-five herring gill-nets east of Pelee Island. 18th, by instructions from the Deputy Minister, I took Judge Horn and party to Pelee Island to hold a Court of Revision and returned to Windsor same day with him. On the 19th I seized forty-one whitefish gill-nets set in our waters near the Hens and Chickens. On the 20th I seized sixty herring gill-nets set in our waters about ten miles east of Pelee Island. On the 21st I took up the three spar buoys from the Middle Ground and Pelee Passage and one from North Harbour Reef. 24th, at the request of Mr. Barrett, collector of customs, I took the chief constable of Amherstburg on board and intercepted the American steamer *D. C. Whitney*, which was seized for the sheriff of the county of Essex. 25th, took up spar buoy from Grecian Shoal. 27th, took up the Grubb Reef gas buoy and towed it to Amherstburg, placing it in charge of Hackett Bros. 30th, the keeper of the Detroit river light sent in word to me that the Bar Point gas buoy was not burning. I went out to it and found that the gas was expended which I reported to the Deputy Minister by wire. December the 4th The ship and ship's company were inspected by you. 5th, I took in spar buoy from wreck of schooner *Mt. Blanc* and also the gas buoy from Barr Point and delivered them to Hackett Bros. On the same day they departed for Owen Sound to place ship on dry dock to make repairs to engine, &c., but on account of gales and severe weather did not reach there until the night of the 12th.

*Remarks.*

You will observe that a larger number of nets were seized by me than in any season since 1895, namely, nine hundred and ninety-eight, and also a small fishing tug. The American fishermen were never so persistent in their poaching as they have been the past season and there is no doubt they have a well organized system of signals and also use the telegraph and telephone wires extensively. I am informed they have paid agent on some of the line boats to let them know when and where they saw the *Petrel* and also in some of our own ports; and when I inform you that ninety-seven tugs were registered and fished out of the port of Erie alone, many of them as speedy, or nearly so, as the *Petrel* she being very conspicuous and not as speedy as I could wish, makes the protection of the fisheries of Lake Erie a very difficult task to perform and can only be practically successful. However, I did my best, as the result I think, will show. I also did considerable work for the marine branch of the department at wrecks, buoys, &c.

I inspected but few of the lighthouses the past season, my time and attention being fully occupied as indicated above.

The fishing in Lake Erie was generally light and I think that unless some arrangement can be made with the various states bordering on the lakes to have uniform laws and regulations to be strictly enforced, the time is not far distant when the fisheries will not be worth protecting. Most of the American tugs have steam lifters which suit. They will take in the nets three times as fast as by hand. Some Canadian tugs are following. They are now literally taking the fish out of the water by steam.

The *Petrel* logged during the season 13,647 miles.

I have the honour to be, sir,

Your obedient servant,

E. DUNN,

*Com'g. D.G.O. Petrel.*



## CRUISER 'CURLEW.'

ST. JOHN, N. B., December 31st, 1902.

Commander O. G. V. SPAIN,  
Commanding Fisheries Protection Service,  
Ottawa.

SIR,—I have the honour to again submit to you my annual report on the work performed by this ship during the year just closing, in the performance of which we have been brought in touch with the various fisheries and officers along the seaboard, from the borders of the United States to the province of Quebec, calling at the numerous ports between.

During the period spent in winter-quarters in St. John our boilers and engines were put in thorough repair, the bridge lowered to the level of the forward house, and all necessary alterations made to the hull and boats.

During our year's cruising we had every facility of inspecting the many lucrative fisheries placed in our hands by a wise Providence, and while many intelligent persons seemed apprehensive that our various fisheries will be ruined if this or the other action is not carried out without delay, still, I have the pleasure to report that our fisheries are giving as good results as in years gone by, with the exception of the mackerel and lobster fisheries. Many scientists inform us in a reassuring manner, and prove to their satisfaction, (if not to ours) that the resources of the sea are inexhaustible, but notwithstanding all this, it seems to be the wisest plan not to force our marine resources too far, but to provide and enforce the legislation that may be deemed necessary under the various circumstances governing the several fisheries.

It is an unpleasant fact that we are now compelled to face, the lessening schools of mackerel as the years roll by. Where only a few years ago between sixty and seventy natty looking United States seining schooners could be seen gaily cruising along the shores of Nova Scotia and Cape Breton, making fairly good catches to recompense them for their venture, not more than half that number of vessels now visit our coasts. One reason for the decrease in the number of those foreign seining vessels can be attributed to the very good hauls made on the United States mackerel grounds, more especially in the spring fishing in southern waters.

The catch of mackerel by our local fishermen is somewhat less than that of the previous year of 1901, but the prices ruled considerably higher. The Cape Breton mackerel fishermen made the best hauls this season for the maritime provinces and exceeded any of their catches for the past fifteen years. This was very consoling to those who are interested, and who felt that mackerel would never again trim the shores so closely.

The lobster industry is forcing itself more and more to our attention as the seasons come and go, on account of the gradual decline of this fishery, and restrictive measures are imperative all along our coast line. The raising of the size limit is the most advisable measure to be adopted, but this would interfere with the operation of the canneries whose interests should be taken into consideration. The establishing of hatcheries (as a means to preserve and increase our lobsters), at favourable points on our coasts, would no doubt greatly improve this declining industry, and would be a way of preserving it for future generations.

Having destroyed their lobster fishery by indiscriminate fishing, the United States Government is now spending thousands of dollars in order to bring back this fishery to a fairly satisfactory condition.

At the beginning of April your orders were received to put the ship in commission as soon as she was ready after the 15th of the month, and on the 19th, our pennant was

## SESSIONAL PAPER No. 22

hoisted and the ship was commissioned. Our crew having joined us that morning we steamed down the bay to Grand Manan, anchoring at Flagg's cove at dark, where many hundred fishermen awaited our arrival, and that evening were made happy by the distribution of bounty cheques among those having claims that were satisfactory to the Fisheries Department.

Two days later we steamed into Whitehead, and made known to the enterprising fishermen at that place the various provisions of the new law prohibiting the slaughter of pollock by the use of charges of dynamite. They all listened attentively but were under the impression that there were 'loop holes' in the new law by which they could continue dynamiting and evade punishment.

From this time till May 6, we cruised over every part of the district distributing bounty cheques, issuing weir licenses and meeting the several fishery officers regarding the fisheries' difficulties that they had met with in the exercise of their duties. On May 6, we returned to Whitehead harbour, and after diligent inquiry found that several vessels had violated the law against dynamiting fish. We seized the United States schooners *Satellite* and *Nellie Gaskell* and also the Canadian sloop *Zelma* and found that the crews of both American vessels were Canadians, with the exception of one American citizen on each, in order that they might comply with the United States regulations.

These vessels had just got nicely to work among the pollock with their vile appliances, when we anchored in their midst and arrested them. From crevices in the cliffs, and the depths of several fish houses, those vessels crews brought forth their dynamite sticks, fuses and detonating caps and delivered them on the *Curlew*, and we then towed the vessels to St. Andrews, to await the action of the department. The fine of \$100 imposed on each vessel with the warning that in all future offences the full penalty of fines and confiscation would be imposed has had the desired effect, and this method of fishing has fortunately now ceased.

On May 22, we steamed across to Nova Scotia, in order to accompany a large fleet of United States seining schooners that were reported to be cruising for mackerel off Lunenburg. We anchored in Lockport that night, procuring information regarding that fleet. At sunrise next morning, we cruised to Lunenburg, but finding that the United States fleet went to the eastward of Halifax, we cruised as far as Cape Breton and anchored in the harbor of Arichat. On June 2, we received your telegram there to proceed immediately to the Bay of Chaleur, and meet you at Dalhousie. Getting under way at once, we were off East point at midnight, and the next night anchored below Dalhousie, conferring with you on the morning of the 4th and receiving your instructions. With the assistance of a small tug boat we went to work on the Restigouche river, finding the fishery laws almost totally ignored by the salmon fishermen. The traps were, in many cases, longer than their licenses allowed, and were set on Sundays, as on other days. The local officers displayed very little energy in the performance of their duties and were sadly deficient in their interpretation of the fisheries Act. However, after actively working on the river till June 19, we felt certain that fisheries' matters were running along quite smoothly and according to law, therefore at midnight of that date we quietly steamed away from Dalhousie and its very hospitable inhabitants intending to be in St. Andrews on coronation day, over 700 miles distant by sea.

With only a few necessary stops, St. Andrews was reached on the 24th, only to hear the disappointing news that the Coronation ceremonies had been indefinitely postponed, on account of the King's serious illness. The large celebration that had been planned by the St. Andrew's town committee, assisted by our ship's company, had, therefore, to be abandoned, much to the regret of all.

Attending to various fishing disputes kept us busy till July 14, when we ran through the St. John falls for the first time, and steamed up the river to Westfield, to investigate several complaints made of illegal fishing off the Nerepis stream. Meeting the fishermen and their officer, I directed the course for them all to pursue with reference to fishery matters in future, and since then I have heard no complaints.

On July 17, we returned to St. John, and proceeded down the bay again, and until August 15, we were very busy on the several fishing grounds, being greatly hampered in our movements by very foggy weather, but on that date we steamed across the Bay of Fundy on our way to Shelburne, where you had ordered us to assist the town committee in their commendable efforts to make their annual regatta a success. On August



2-3 EDOUARD VII, A. 1903

8, we arrived, and immediately took charge of the races, at the request of committee. All the races were very interesting and exciting, and were viewed by hundreds of visitors who had gathered from far and near. On the regatta being terminated on Saturday, the 9th, a hearty vote of thanks was tendered to us by the racing committee for the assistance we rendered them.

Being ordered by you to return to the Bay of Fundy, we returned there immediately, and on the 29th of the month succeeded in seizing five vessels for illegal fishing in St. Andrews bay. We towed them to St. Andrews, and reported the facts to the department. The fine of \$100 was imposed on each vessel, but in the case of three of them, on account of the owners being hardened offenders, fines of \$200 were imposed. These fines were promptly paid by the offenders.

Having received your orders to proceed to Halifax and receive a new steam launch being built there for this vessel by Messrs Howell; we steamed for there on September 6, calling at Bryer island, Liverpool, and other intermediate ports, previous to our arrival in Halifax. Some delay was experienced there by the launch not being quite ready, but after a thorough testing by Inspector Stevens, we took launch in tow on September 25, and steamed towards the Bay of Fundy.

Illegal fishing had re-commenced during our absence, principally among the islands and ledges around Back bay, and immediately on our arrival we took stringent measures with a view to stopping it. We confiscated numerous seines, imposed fines of \$100 each on several fishermen, and sent one of the principal offenders to jail for three months, on his refusing to pay his fine, but after an interval of fourteen days he paid his fine, with costs, and was liberated.

This illegal work having been stamped out; by your orders, we attended Campobello Fish fair on October 9, and assisted the regatta committee in starting the various races from the *Curlew*, and the entire fair and regatta were a decided success and largely attended.

On October 22 we steamed to Yarmouth to meet you, and on the 24th, conveyed you to Shelburne, where you transferred your flag to the cruiser *Acadia*, lying in port there.

Returning immediately to our cruising grounds on the New Brunswick coast, where many important matters were attended to. Rumours of illegal lobster fishing among the Tusket Islands being reported, we took the launch over there. Two officers and two men were placed on her, and her presence there prevented the illegal lobster fishing from taking place, as in former years, she being admirably suited for this purpose.

Leaving her at work there, we steamed eastward to look after reported poaching by American seining schooners off Sambro. All the ports on our way were looked into for evidence against any vessel, and at Halifax we conferred with you on this and other matters. We returned westward from there on November 15, and at Yarmouth we took the launch in tow and proceeded towards St. Andrews. Gales of wind detained us for nearly a week in Bryer island, but eventually getting the launch across the bay, we began taking the bounty claims of fishermen, and with the launch enforcing the lobster regulations against numerous law breakers who took advantage of our absence in Nova Scotia. We destroyed many hundred traps between Bliss' Harbour and Lepreau, seized two boats, and secured evidence against several persons, which will no doubt lead to their conviction and punishment.

The launch continued enforcing the lobster laws along the coast, the collection of bounties was completed on December 23, and on the evening of the 24th the ship was put out of commission here and the crew paid off.

A new berth having been secured for the ship to be used as winter quarters at the Intercolonial terminus here, which is much superior to the previous winter berths, we placed her there on the 27th, and the engineer's staff commenced repairs to the machinery. Numerous special reports on various matters have been prepared and submitted to you during the year, which I trust have met with your approval.

I have the honour to be, sir,

Your obedient servant,

JOHN H. PRATT, *Commanding Curlew.*



## SESSIONAL PAPER No. 22

## CRUISER 'CONSTANCE.

QUEBEC, January 7, 1903.

To Commander O. G. V. SPAIN,  
Fisheries Protection Service,  
Ottawa.

SIR,—I have the honour to submit to you the following, which is my annual report of the work executed by the revenue cruiser *Constance* during the past year.

January 20.—My engineers and stokers began their work of refitting out the steamer to be ready for active service at the opening of navigation.

March 24.—First Officer Caron and Second Officer McGough commenced duty.

March 25.—Crew arrived on board, when we left the Louise basin and crossed over to Davie's shipyard to ground vessel for the purpose of inspecting and painting bottom.

April 2.—Crossed from Levis to the Quebec government wharf to fill tanks with fresh water, then proceeded into the Louise basin for shelter from ice coming down the river, also to take on board coal, stores and provisions.

April 5.—Hoisted ensign and pennant, at the same time signed officers and crew in ship's book, and according to instructions had ship ready for sea that evening.

April 7.—Left port early this morning and proceeded down the river to resume our regular annual work in the customs preventive service, from which date to the 28th our cruise was along the north and south shores of the gulf, including Anticosti.

April 16.—After breaking through considerable ice, which was mostly honey-combed, we succeeded in gaining an entrance to Gaspé basin, the *Constance* having the honour of being the first arrival of the season, in the earliest opening of navigation on record.

During the month of May our cruise was off the east end of Prince Edward Island and Magdalen Islands.

June 4.—Arrived at Halifax, where Mr. Fred L. Jones, inspector of customs, joined us. We proceeded at once to the westward, cruising through Tusket islands, St. Mary's bay and about the Bay of Fundy until the 23rd, when we returned to the eastward and up the Gulf and River St. Lawrence.

June 28.—Arrived at Quebec and had deck caulked, resuming our cruise on July 2.

July 5.—According to instructions received, we left the gulf, returning to the Nova Scotia coast, arriving at Halifax on the 9th, when Mr. Jones again joined us, and accompanied us along the coast to the eastward, arriving at North Sydney, C.B., on the 13th, from which place we continued on toward Cape North, Magdalen Islands, and to Charlottetown for coal, returning to Halifax on the 20th, reaching Grand Manan and Eastport, Maine, on the 25th.

During the greater part of August and the first week of September, our cruise was about the Gulf and River St. Lawrence, including the Magdalen islands and Anticosti, and September 13 again found us in the Bay of Fundy and vicinity, where we remained cruising until the 24th, when we were ordered to return to the Gulf and River St. Lawrence, cruising for the balance of the season along the north and south shores, but for the most part of the time around Bay Chaleur. November 20 we arrived at Quebec to prepare for winter quarters, and on the 26th placed the *Constance* on Messrs. Davies' patent slip for the winter, and on the 29th paid off officers and crew from further active service.

During the past season—from our experience—we had much less fog than in former years, but this was no doubt owing to the continued strong westerly winds and gales that succeeded each other from the opening to the close of navigation. As usual

2-3 EDWARD VII., A. 1903

we boarded and searched all unknown vessels, or vessels of a suspicious character, and covered in distance made, 15,592 miles.

On June 17 we seized the schooner *Nellie* at Digby, N.S., for infraction of the Customs Act, Sec. 99. Information was received on several occasions of some smuggling having been carried on at various places, some of which reports were undoubtedly true, but it must not be expected that one cruiser can watch over the vast extent of coast covering hundreds of miles in extent along the coasts of the River and Gulf of St. Lawrence, not considering the Atlantic coast of Nova Scotia, the Bay of Fundy, &c., &c. But, notwithstanding the size of the *Constance*, and her slow speed, it will be observed that she has accomplished wonders during the past years of her service, but could do much more if she was only larger to face the gales of the gulf and the Atlantic coast, faster to reach the distances we have to make, in much less time, as in many cases great speed is most urgent.

I have the honour to be, sir,  
Your obedient servant,

GEO. M. MAY.

DETAILED REPORT OF THE FISHERIES INTELLIGENCE BUREAU FOR 1902.

This bureau is also under my supervision, and the work in connection therewith has been very satisfactorily done by my clerk in Halifax, Nova Scotia, Mr. Aubery McKerrow, whose report is herewith appended.

The bureau consists of fifty-six reporting stations, and is found of very considerable benefit by our fishermen, more especially in keeping them advised where ice and bait can be procured. These stations extend round the whole coasts of the maritime provinces, and they also keep me very well informed in reference to the movements of United States fishermen.

Respectfully submitted,

O. G. V. SPAIN,  
*Commander of the Fisheries Protection Service of Canada.*

## ANNEX B.

## DETAILED REPORT OF THE FISHERIES INTELLIGENCE BUREAU.

HALIFAX, N.S., December 31, 1902.

Commander O. G. V. SPAIN,  
Commanding Fisheries Protection Service of Canada.

SIR,—I have the honour to submit herewith my third annual report of the Fisheries Intelligence Bureau for the season ending October 15, 1902. Accompanying this report will be found various statistics as to the catch, the number of men engaged and boats employed in the fisheries.

In connection with the bureau during the season were fifty-one reporting and twenty-four bulletin stations. One new reporting station was established at St. Adelaide de Pabos, Gaspé District, Que., in charge of Miss Christina Mauger.

New reporters were appointed as follows:—St. Peter's, C.B., Mr. Angus J. McCuish, and at Canso, N.S., Mr. John E. Cohoon.

I regret to announce that the grim reaper death has visited the bureau and removed, in the person of the late Mrs. E. Bond, of St. Peter's, Quebec, on October 8 one of the most active, energetic and efficient reporters connected therewith, to whose relatives the Fisheries Intelligence Bureau extends deepest sympathy. The following summary received from the various stations will show the result of the fishing operations for the season of 1902.

## NOVA SCOTIA.

## LIST of Fisheries Bureau Reporters who are Government Officials. ♦

Residence.	Name.	Allowance.
		\$
Arichat West, C.B.	C. B. LeLacheur.	15 00
Cheticamp, C.B.	Chas. E. AuCoin.	15 00
Digby, N.S.	J. M. Viets.	15 00
Georgetown, P.E.I.	Charles Owen.	15 00
Grand Manan, N.B.	Charles Dixon.	15 00
Hawkesbury, C.B.	J. C. Bourinot.	15 00
Liverpool, N.S.	J. B. Dunlop.	15 00
Lockeport, N.S.	J. R. Ruggles.	15 00
Louisbourg, C.B.	H. C. V. LeVatte.	15 00
Mabou, C.B.	Lewis McKeen.	15 00
Malpeque, P.E.I.	J. M. McNutt.	15 00
Magaree, C.B.	M. A. Dunn.	15 00
Musquodoboit Harbour, N.S.	George Rowlings.	15 00
Petit-de-Grat, C.B.	P. T. Fougere.	15 00
Port Hood, C.B.	E. D. Termaine.	15 00
Port La Tour, N.S.	J. W. Taylor.	15 00
Port Mulgrave, N.S.	David Murray.	15 00
Lo. East Pubnico, N.S.	J. A. D'Entremont.	15 00



2-3 EDWARD VII., A. 1903

## List of Fisheries Bureau Reporters outside the Civil Service.

Residence.	Name.	Allowance.
		\$
Alberton, P.E.I.	David Montgomery	15 00
Arichat, C.B.	J. T. St. Jean	15 00
Bloomfield, P.E.I.	E. E. Kelly	15 00
Canso, N.S.	John Cohoon	11 00
Caraquet, N.B.	Mrs. E. Blanchard	15 00
D'Escousse, C.B.	John P. Cruchy	15 00
Gabarus, C.B.	James Nichol	15 00
Douglastown, P.Q.	Charles Viets	15 00
Grand River, P.Q.	Mrs. J. Carbery	15 00
Ingonish, C.B.	J. M. Burke	15 00
Isaac's Harbour, N.S.	Simon M. Giffin	15 00
L'Ardoise, C.B.	J. M. McIsaac	15 00
Long Point (Mingan), Que.	A. Maloney	15 00
Lunenburg, N.S.	W. A. Quicker	15 00
Magdalen Islands, Que.	J. A. LeBourdais	15 00
Meat Cove, C.B.	Alex. B. McDonald	15 00
Newport Point, Que.	Mrs. M. Meunier	15 00
Paspebiac, Que.	Miss Ada Bock	15 00
Percé, Que.	E. G. Tuzo	15 00
Point St. Peter, Que.	Mrs. E. Bond	15 00
Salmon river, N.S.	Arthur Balcom	15 00
Sand Point, N.S.	John A. R. Morrison	15 00
Seven Islands, Que.	P. E. Vignault	15 00
Shippegan, N.B.	Miss Marie Landry	15 00
So. West Point, Anticosti, P.Q.	Miss Z. Lemieux	15 00
Spry Bay, N.S.	W. S. Quigley	15 00
St. Ann's, C.B.	Thomas D. Morrison	15 00
St. Peter's, C.B.	Angus J. McCuish	11 25
Whitehead, N.S.	J. E. Dillon	15 00
Yarmouth, N.S.	F. L. Hatfield	15 00
Clark's Harbour, N.S.	J. Lewis Nickerson	15 00
Queensport, N.S.	W. P. Scott	15 00
Port Malcolm, N.S.	R. C. Proctor	15 00
Gascons L'Anse, Que.	Mrs. A. E. Brotherton	15 00
Ste. Adelaide de Pabos, Que.	Miss Christina Mauger	15 00

Capt. Charles Lohnes acted in the capacity of reporter from May 1 to June 14, date of Mr. Cohoon's appointment, during which time he reported promptly daily and weekly one and one-half months, and is entitled to the remuneration of \$3.75, should it meet your kind consideration and approval. Residence, Canso, N.S.

## CANSO.

*Report of A. N. Whitman & Son :*

*Codfish.*—We cannot report any improvement in our inshore codfishery over the past year. It has ceased to be a very profitable business and our inshore boats are more successful in catching pollock and haddock. We have a fleet of fine boats fishing out of this port and it is being added to and improved every year, but the codfish does not contribute largely to the profit of the business. One new schooner of about sixty tons has been added to the fleet and has been reasonably successful on the outer grounds.

*Haddock.*—The haddock fishery of the past winter was a very successful one, and the supply during the year has been about as in former years. A dearth of these fish occurs during the autumn months and a supply will have to be sought in other waters if the trade is to be regularly supplied. The demand is increasing each year and will increase. The smoking of haddock, to make the toothsome 'finnan haddie,' is becoming an important industry here. Five or six firms are engaged in it, and we shall soon rival Digby in our production of these goods. One firm here puts up a very nice canned

## SESSIONAL PAPER No. 22

haddie, which is meeting with a fair demand from the dealers in canned goods, and the business bids fair to grow.

*Herring.*—The herring catch on this coast cannot be called anything but a complete failure for this year. Many of our fishermen did not catch enough to eat. We believe the conditions have not been much better anywhere along the coast.

*Lobsters.*—The lobster catch here was disappointing, due largely to rough weather during May and June. In April the catch was fair. There was nothing to indicate an unusual scarcity of the crustacean. Prices to the fishermen ruled high and the packers made no money. A considerable quantity of boiled lobsters in the shell is now shipped from here for Canadian consumption. The prices abroad weakened in the early part of the season but rallied subsequently.

*Mackerel.*—The catch of mackerel this year was even worse than last. The spring catch in this bay was a complete failure. A few kept dribbling along during the summer months, but the fall catch was again a disappointment. The high prices paid for the latter, twelve to thirteen cents each, compensated for the scarcity in part, but only in part. The size and quality were good.

*Halibut.*—A considerable quantity of halibut is landed here by the western bank fleet during the months of April, May and June. A large part of it is consumed in Canada. The surplus goes to Boston at a time of year when prices rule low there and yields but little profit to the shipper. One firm here put up a very nice quality of 'kippered' halibut this year in pound cans, and it seems destined to meet 'a long felt want.' The supply is up to the average. It is a pity that a considerable proportion of the catch is so badly handled by the fishermen as to depreciate it considerably in value and lessen their profit by a good many dollars.

*Squid.*—The supply of squid has been up to the average and at times much larger than the demand. It seems a pity that a few thousands of the millions of dollars being paid and to be paid by the government in bounties to the manufacturers of iron cannot be expended in erecting at some central point, like Canso, an up to date cold storage warehouse of sufficient capacity to supply our Canadian banking fleet in times of scarcity. It is depressing to see the weeks of fine summer weather that are lost each year by our vessels in a vain search for bait, all of which could be avoided if an adequate supply of squid could be obtained in the times of plenty, which occur almost every year. Perhaps some day private enterprise will be found equal to the task.

*Fish offal.*—The thousands of tons of fish offal thrown away every year by our fishermen should be utilized in the manufacture of fertilizers, glue and oil, and this will be done if the fish business is ever conducted throughout on strictly scientific principles. Processes for the utilization of fish waste have been so perfected that this product of our fisheries could, by a proper and possible outlay of capital, be turned into a valuable asset. The countless millions of dogfish which now infest the waters of our coast during the summer and autumn and make unprofitable the operations of our fishermen, might be turned into a valuable commodity to enrich our soil and yield at the same time a quantity of oil and glue sufficient to pay all the cost of the process. Who will be the first to step in and stop this annual waste of material which nature has so abundantly provided?

A railroad to Canso, connecting it directly with the network of railroads now covering this continent, must come if the fresh fish business is ever to be conducted in such a way as to make it thoroughly profitable to the producer and consumer. Those who are conducting the business at present are sadly handicapped by the inadequate means of transportation, and are only sustained by the hope that some day soon this much needed 'missing link' will be supplied. There is no point along our Atlantic coast which offers such inducement for the building of a short line of road for the supplying of the market that Canso does, and it must come some day soon. The consumer as well as the producer is interested in the building of such a road. The port of Grimsby, in England, alone sends about one hundred and twenty thousand tons of fresh fish over the railroads of that country each year, and with well equipped steam trawlers and adequate railroad facilities Canso might, from its advantageous position, easily become the Grimsby of Canada. One firm here alone last year shipped about two thousand tons with the very meagre equipment which then existed and which has not been materially improved upon since.



2-3 EDWARD VII., A. 1903

*Reporter, Mr. John E. Cohoon:*

*Cod*.—The few vessels that were engaged in the codfishery the first of the season, reported codfish taken in fair quantities on May 3, and the inshore fishery was poor afterwards to the 15th, from which date to the 27th fishing was again fair. On the 5th and 9th, bankers arriving reported good fares, and those that came in port on May 31 experienced very rough weather on the fishing grounds. From June 16 to July 12, the catch varied from good to fair, and from July 14 to August 30, from fair to poor. Boats reported on June 21, that cod, haddock and pollock were plentiful on the coast, but bait scarce. The small herring that was used for bait was not sufficient to meet the demand, boats not being able to secure enough for a day's fishing, and only averaging  $1\frac{1}{2}$  qtl. per man for the week, which was good considering the conditions of things. The latter part of June some boats reported for as high as 5 qtls. of cod per man, and on July 5, seventeen vessels arrived in with poor reports of the codfishery on the banks. Crafts that arrived on July 26, and operated on the LaHave bank, reported codfish in that vicinity very plentiful. Towards the close of the season the weather was rather inclement, and from September 1 to October 15, the inshore fishery was considered a complete failure. It has been stated that the vessels would not average 1,000 qtls. this season.

*Haddock*.—Good reports of haddock were received the first week of May, and the fish were on the coast this season in catches varying from fair to poor. The catch is estimated to be much larger than that of last year.

*Halibut*.—About 60,000 halibut were landed at this port during the first week in May, by bankers; but very few catches were reported by the local fishermen.

*Herring*.—The only catch of herring reported this season, was on June 14, when 15 barrels were taken in one trap.

*Lobster*.—From May 1 to 7, lobsters were taken in fair catches, after which there was a falling off in the catch, on account of rough weather. The catch varied from good to fair to the close of the month, and on the 31st it was reported that several traps were badly broken by storms of the 26th and 28th. The first week of June was also a stormy one, and very few fish of any kind were caught. The fishermen were of the opinion that the greater part of their lobster gear had been destroyed by the gales, &c. The following week lobsters were so very scarce that a number of those engaged in this important industry hauled up their gear for the season. The last report of this fishery was on June 21, when boats were averaging about 50 pounds. The catch was below that of last year in quantity, but the advanced prices that were paid made up for the shortage in catch.

*Mackerel* in school on May 17 was the first news received concerning this fishery, from which a catch of 200 large mackerel were taken. Mackerel were again reported schooling on the 23rd, 24th and 27th of the same month. On the 23rd, a fleet of American seiners, which arrived in the harbour, reported mackerel very plentiful and in large schools from five to eight miles off shore. One trap had 400 mackerel on June 28, and on July 1, another reported for 300. During this month some good fares were made. At Fox island, on July 15, one trap had 2,300 fish, with netters doing fairly well, and on the 17th 4,000 were caught in one trap. Seven days later, on Thursday the 24th, one trap landed 11,000 mackerel, which was the only fare taken during the week. Fair quantities of mackerel were in the harbour on August 1 and 4, and traps and netters stopped about 10,000 fish. From the latter date to October 15, mackerel were taken in small quantities.

*Pollock* were first reported along the coast about June 21, when they were in good numbers. One trap reported 35 qtls. of pollock on the 28th, and at White Point Dover bay, reports came the same day that 50 qtls. per day were averaged by one trap for the week. Pollock were reported plentiful during the season, but the prices obtained were not sufficient to reward the fishermen for their labour.

*Squid* were reported in traps in July on the 7th and 23rd, when 10 and 20 barrels were taken respectively. During the week of the 7th, squid were in good quantities and twenty-five vessels baited here and vicinity. From the 14th July to August 2, the fish were scarce, and on the 4th and 5th were again in good supply. Large quantities of



## SESSIONAL PAPER No. 22

this bait fish were taken on September 22 and 23, but prices were so very low, that some of the fishermen consigned them to the deep from whence they came.

## STATEMENT of Catch of Fish for Season of 1902.

Fish.	Quintals, dry.	Pickled Green, lbs.	Fresh, lbs.	Smoked, lbs.	Canned, lbs.
Cod..	5,000	500,000	500,000		
Haddock..	1,500	20,000	2,500,000	300,000	35,000
Pollock	3,000	150,000	10,000		
Mackerel.		100,000	100,000		
Herring.		95,000	75,000	60,000	
Halibut		150,000	450,000	20,000	25,000
Lobsters..			150,000		145,000
Squid			2,000,000		
Totals	9,500	1,015,000	5,785,000	380,000	205,000

P.S.—The above statement does not include lobsters packed at Dover.

## CLARK'S HARBOUR, N.S.

Reporter, Mr. J. Lewis Nickerson :

*Alewives.*—The run of alewives at this station is always scant and the fares amounted next to 'nil' this season.

*Cod.*—The inshore fishery began about the middle of May, by a few boats; the other crafts still continued in the lobster industry until the end of May. In this month good fares of codfish were secured on all the grounds, though operations were greatly hindered owing to the scarcity of bait. In June, the usual number of vessels followed up this fishing, but the swarms of dogfish, which invaded these shores told very much against successful fishing. A long spell of stormy weather was experienced after, and this, coupled to the forementioned evil, made the season's catches rather lighter than usual. The fishery was revived during the autumn months and followed quite steadily for some weeks, but the total branch showed a considerable shortage for the year. season's catch estimated at 7,000 quintals.

*Haddock* were fairly plentiful throughout the season. No special attention was given to this fishery, but haddock were always found in catches mixed with cod. Two thousand quintals were taken during the season.

*Halibut* trawling by the shore boats began about the first of June and was fairly successful for two months. The catches were all sold fresh, realizing good prices to the local cannery, which is said to be the only institution in Canada engaged in the process of "trimming" this fish. In the height of the fishing season, some boats engaging in this fishery and containing two men each, stocked as high as \$30 per day. Halibut catch estimated at 40,000 pounds.

*Herring.*—Very little was done in netting till the month of July, after which schools were abundant and continued so with slight variation until November, when herring were reported fairly plentiful in the small coves not usually frequented by this fish. During the season large quantities of herring were taken, which will be utilized for lobster bait. Six thousand barrels were reported as having been taken this season.

*Mackerel.*—The three traps formerly located here were not set this season, as previous failures in this branch of the fisheries, had discouraged this enterprise. Very few mackerel were netted during the season, and no schools were observed.

*Lobster* fishing, which had been vigorously prosecuted during the winter months, varied considerably in April and May, and on account of the fishery gradually diminishing in catches, several boats abandoned this pursuit. The total catch is considered

2-3 EDWARD VII., A. 1903

about an average one. The following statement will show the output of the factories at this station during the year :—

James C. Penney.....	450 cases
A. S. Swim.....	400 “
Cape Sable Packing Company.....	700 “
M. G. Nickerson & Co. ....	500 “
F. T. Nickerson & Co.....	475 “

Number of cases of halibut canned :—

A. S. Swim.....	400 cases
Cape Sable Packing Company.....	425 “

The number of live lobsters shipped to the Boston and New York markets during the season was 8,451 crates, and the value of boats engaged in the fisheries at this station was \$20,000.

*Pollock*.—One thousand quintals were taken during the season.

#### ISAAC'S HARBOUR, N. S.

*Reporter Capt. Simon M. Giffin :*

*Cod* Were only on the coast in May, in light quantities, and were first reported on June 2, when a few were observed. Fair hauls were made on the 8th and 14th of July and for remainder of the season the catches were on an average fair.

*Halibut* appeared about June 27, but the first fair reports were received on July 8 and 14.

*Haddock*.—A few haddock were reported on August 16.

*Herring* were first reported when off shore on July 9, and on the 14th an average of 100 herring were taken per fleet-net.

*Lobsters*.—Fair catches of lobsters were taken on May 1, which became a trifle better on the 5th, after which the fishery varied from fair to poor to the close of the season owing to rough weather.

*Mackerel*.—5 barrels to a fleet-net on May 22, was the first report received about this fish, which fishing was fair the following days of the 23rd, 24th and 26th. They were also reported schooling in this harbour on the 23rd. Very light catches were taken during the remainder of the season to October 9, when mackerel were reported plentiful and also schooling on the same day as well as on the 11th.

*Salmon and Trout* were reported during May, June and July.

*Squid* bait was used in the month of September, and ice was obtainable here and at Drumhead throughout the entire season.

#### LOCKEPORT, N. S.

*Reporter, Mr. J. R. Ruggles :*

*Cod* were first reported when on the coast in light quantities on the 8th and 9th of May, after which the fishery showed an advancing tendency, with good numbers of cod on the grounds for the balance of the month, and best boat reporting on the 12th, for 75 qtls., 2 weeks fishing off-shore. On the 19th, 40 qtls. was the best catch taken and 3 crafts on the 26th, arrived in with 31, 50 and 70 qtls. each. Good fishing was reported in June to the 9th and the result of two weeks' fishing off-shore was 100 qtls. by one vessel, with 25 qtls. by another on the 7th and on the 9th a haul of 26 tubs was made by one shallop on the grounds. The fishing slackened for a few days until the 16th and 20th, when fair reports were received, with boats reporting 40 to 45 qtls. Codfish struck in plentiful on the 13rd and 24th and the highest fare reported was 63 qtls. The weather becoming unfavourable the following week, the codfishery was poor. The



## SESSIONAL PAPER No. 22

*Julian H. Archer* sailed in port on the 24th, with 900 qtls. and on the 28th the *Schrs. T. C. Lockwood* and *Souvenir* arrived with 900 and 300 respectively, 650 qtls. was the *Maud Churchill's* fare on the 30th. In July on the 2nd the banker *Ida M. Clarke* reported for 800 qtls. and on the same date codfish were plenty as well as on the 7th, 8th and 9th, with best boat reporting 125 qtls. From the 11th to 16th, cod were plenty off-shore but bait was very scarce. The latter commodity, however being in good supply on the 21st, the catches were correspondingly so and shallops were averaging off-shore, where cod were reported in large numbers, from 36 to 140 qtls. Good hauls were taken daily on the 29th, 30th and 31st and crafts out for one fortnight obtained 136 qtls. The August catch was good and regular and cod plentiful was reported each day throughout the month and in September to the 21st with boats reporting 35, 84 and 100 qtls. on the 1st, 4th and 16th of the former month, and the *T. C. Lockwood*, 1,300 qtls., *Ida M. Clarke* 1,000 qtls. and *Maud Churchill* 800 qtls. reported on the 8th and *J. H. Archer* 1,000 qtls., on Sept. 9. Cod were reported in very large quantities off-shore on the 27th, afterwards becoming scarce to the close of the season. The season's catch falls short of last year's by about 155,858 lbs. and only 21 barrels or 756 gallons of cod oil were extracted during the season, which is below that of 1901 by 2,088 gallons.

*Haddock* were only reported in Sept. on the 5th, when in good quantities and the total catch for the season is 12,421 pounds or 27,618 pounds less than last season.

*Hake*.—This branch of the fisheries was not reported this season, but the hake fishery was 1,388 pounds below that of 1901, the catch being estimated at 18,631 pounds.

*Halibut* were reported in May on the 19th, when good numbers were on the coast and 26 were taken by one shallop; and on June 2, it was reported that crafts prosecuting this fishery for the past two weeks made a haul of 15 halibut. This fish was scarce after until September 5, when good quantities were reported. The catch for this season, 8,000 pounds, is considered in advance of any season, since that of 1895, when 14,000 pounds represented the total catch.

*Herring* were reported on August 20 and 21, when a few herring struck in in the harbour, and on the 26th and 27th light stops were made. Small quantities were still on the coast in September on the 9th and 12th and it was reported on December 10 that the fishing season was practically over, although a few herrings were being caught. Total catch estimated at 2,100 barrels over, or 42 per cent of last year's.

*Lobster* fishing was reported fair in May from the 3rd to the 11th, after which the fishing improved and the daily reports were good to the 26th, from which date to the remainder of the season, lobsters were taken in catches varying from fair to poor.

Number of lobsters taken live for export.....	135,000
“ “ canned.....	53,760 lbs.

This season's exportation of lobsters was 40,000 larger than last year's, but the quantity canned was 2,352 lbs. smaller.

*Mackerel* were very scarce at this station during the past season and were only reported when a few were in the harbour on September 27 and October 7, 8 and 9. About 35 barrels were stopped, which is 15 barrels higher than last year.

*Clams and Squid*.—809 barrels of clams were taken this season, against 1,214 barrels last season, and squid were reported in fair quantities on August 26 and 27.



2-3 EDWARD VII., A. 1903

RETURN Showing the Catch of Fish and Boats engaged in the Fisheries at Lockeport Station for 1902.

Name of Vessel.	Number of Pounds Caught.	Barrels of Oil.
Julian H. Archer.....	323,000	14
Maud Churchill.....	385,000	2
T. C. Lockwood.....	374,000	
Ida M. Clarke.....	410,000	5
Grace D. Day.....	172,000	
Fleetwing.....	48,250	
Altara.....	100,000	
Muriel.....	83,000	
Nan F. Churchill.....	170,000	
Charlie Richardson.....	85,000	
Katie.....	34,000	
Boats from Port L'Hébert to Blue Island.....		21
	300,000	or gals 756
	2,484,250	gals. 777
Proportion of cod.....	2,450,714	
“ haddock.....	12,421	
“ hake.....	18,631	
“ pollock.....	2,484	
Total.....	2,484,250	

## LUNENBURG, N.S.

Reporter, Mr. W. A. Zwicker :

*Codfish* were first reported plenty on Shore Soundings on May 2nd, and from now to the 26th, good catches were taken; and to the 30th, the fishing was poor owing to rough weather along the sea coast. Codfishing was very good on the south side of Sable Island, with bankers reporting good fares on May 22, and from the 31st to June 3, good catches were reported, which continued the same to the 21st, and fair from the 24th to 28th. In July the fishing was fair almost daily from the 4th to 16th and from the 28th to 31st. The August catch was also on an average fair as well as the first two weeks of September, when conditions improved and good hauls were made to October 3. The banker *Gladys B. Smith* from Grand Bank with 220 quintals, arrived in on August 19th. From the 4th to 15th of October the cod fishery was poor as the weather was unfavourable to fishing. The Shore cod fishery this season is considered an average one. The Lunenburg banking fleet during the past season consisted of seventy-seven vessels, and the total catch was 21,705,000 or about 5,000,000 pounds less than the preceding year. The value of the fares estimated at  $3\frac{1}{4}$  cents (market value) per pound is \$705,412. The La Have banking fleet consisted of sixty-two vessels, and the fares aggregated 18,800,000 pounds valued at \$611,000. The Mahone Bay banking fleet consisted of twenty-five vessels, but the fares did not average up quite so well, and the quantity stocked was 6,610,000 pounds, valued \$214,825. The total catch of the Lunenburg, La Have and Mahone Bay bankers for 1902 amounted to 47,115,000 pounds, representing a value of \$1,531,237. Very little of this fish has yet been disposed of as the price ruling at Halifax—\$3.25 ex-vessel is considered low, and the Porto Rico Market to which much of this cure is usually shipped direct, so far this season, has not offered much inducement.

*Haddock* fishery was an average this season, and good catches were reported from June 11 to 28, and fair for the remainder of the season.

## SESSIONAL PAPER No. 22

*Herring*.—The first stop of herring was made on May 10, when one boat reported two barrels. The weather was stormy afterwards, and nothing was done until the 11th and 12th of June when good catches were reported, with fair catches on June 13 and 14. There was a scarcity of herring to the close of the month, as dogfish were on the coast and were very troublesome as well as being a hindrance to the fishermen. About sixty barrels of herring were taken in nets from the 4th to 7th July, and it was reported that there was no summer run of herring this season. Seventy-five barrels of autumn herring were caught in October, and 700 barrels will represent the total catch for the season, which is considered the poorest for years, and it is becoming evident that herring will not remain on our shores on account of the numerous schools of dogfish, which visit the grounds every year.

*Lobster* fishing commenced December 15, and the catches were good until July 31. From that to middle of March the fishery was poor, with fair reports from the 16th of March to April 20. The fishing showed an improvement until the 24th of June, when bad weather caused poor catches to the end of the season. The total catch was a good average. The largest lobsters caught previous to April 30 were exported alive to the United States and after that date both large and small were sold for canning purposes. Many preparations have been made for prosecution of the lobster fishing this season on account of the anticipated high prices on the American market.

*Mackerel*.—The first mackerel taken was on the 17th of May when a catch of eight was made by a boat. The American seiner *Priscilla Smith* was in port the same day, and several others of same nationality were reported off the coast. On the 19th, 20th and 21st, boats were averaging 50, 40 and 50 mackerel respectively and on the 20th mackerel were reported schooling off Cross Island. From the 21st to 26th, only a few dozen were taken each morning, and to the 10th of June the weather was so rough that boats did not venture forth. Boats averaged 50 mackerel on June 11, and from the 17th to 28th a dozen or more were taken. In July on the 11th a catch, of 80 medium mackerel was made, and one trap on the 30th reported for 150 fish, with 800 barrels being taken in traps in August from the 9th to 23rd. From October 4 to 23rd to November 7, it was reported that 100 barrels were netted. The total catch this season is about 1,000 barrels below the average. Rough weather in May and June and the troublesome dogfish caused the falling off in the catch of mackerel on this shore.

*Squid* were first reported when 15 barrels were taken on May 7, and on the following day 10 barrels, with squid reported plenty at Ashpatogan and Chester; and on the 22nd, good catches were taken at Deep Cove and Blandford. At Roseway on July 31, the traps were reported full of squid and to the 22nd of November, good catches were taken about two miles outside of Cross Island. The bankers reported a fair supply of squid on the Banks from July 1 to the close of the season.

*Dogfish* were reported on our shores on June 10, and this pest remained until November 1, a hindrance to the successful operation of the fisheries. They were also reported by the bankers on the Western, Middle, Quero, Bradley and Grand Banks, this being the first year fishermen found them on the Grand Banks. It has been suggested that the government should offer a bonus for the destruction of the dogfish, if they are not soon checked the fisheries will be ruined. As dogfish are of little value fishermen cannot be expected to spend much time in taking them unless they received some reward. Municipal authorities pay for the destruction of certain wild animals, and it is felt that the value of the fisheries is such that the administration might well adopt some method to prevent the increase of dogfish and the consequent depletion of our food fishes on which they prey.



2-3 EDWARD VII., A. 1903

Subjoined is a list of the vessels engaged in the bank fisheries in 1891, together with the fares taken by each:—

## LUNENBURG BANKING FLEET.

	Lbs.		Lbs.
St. Clair.....	140,000	Albatross.....	85,000
Maggie E. Z.....	220,000	Jennie May.....	225,000
Gladys B. Smith.....	640,000	Wisteria.....	240,000
Maravilla.....	320,000	Werra.....	180,000
Aquadilla.....	600,000	Clarence Smith.....	330,000
Huron.....	340,000	Viking.....	380,000
Basil M. Geldert.....	380,000	J. A. Silver.....	320,000
Demering.....	380,000	Albertha.....	140,000
Harry Lewis.....	390,000	De'ender.....	360,000
Robert F. Mason.....	145,000	Yosemite.....	360,000
Dove.....	180,000	Shamrock.....	440,000
Torata.....	240,000	Stratheona.....	300,000
Tyler.....	160,000	Vendetta.....	380,000
Muriel.....	170,000	Kuvera.....	360,000
Alcae.....	380,000	Renown.....	160,000
Harry Smith.....	160,000	St. Helena.....	240,000
Lila D. Young.....	420,000	Lila B. Hirtle.....	380,000
Hilda C. Corkum.....	300,000	Excelda.....	340,000
Palatia.....	380,000	Luetta.....	350,000
Alexa.....	320,000	Ahava.....	400,000
Alameda.....	340,000	Palmetta.....	240,000
Peerless.....	330,000	Azalea.....	260,000
Transvaal.....	350,000	Juanita.....	240,000
Kandahar.....	270,000	Colonia.....	370,000
Mascot.....	300,000	Milo.....	380,000
Coronation.....	360,000	Lena F. Oxner.....	420,000
Alhambra.....	360,000	Hazel L. K.....	290,000
Olympia.....	400,000	Atlanta.....	360,000
Ellen L. Maxner.....	310,000	Arcana.....	160,000
Mizpah.....	240,000	Baden Powell.....	300,000
Minnie J. Hechman.....	240,000	Maggie M. W.....	240,000
Arabia.....	140,000	Brittannia.....	240,000
Glenwood.....	320,000	Tasmania.....	340,000
Minnie M. Cook.....	380,000	Frances Willard.....	240,000
Columbia.....	390,000		
Roma.....	400,000		
L. C. Zwicker.....	160,000		
		Total.....	21,735,600

## (TRAWLERS.) LAHAVE BANKING FLEET. (NORTH BAY FLEET.)

Iona.....	480,000	Willie C.....	240,000
Stanley.....	240,000	Blake.....	440,000
Linus A. Wolff.....	400,000	Vesta Pearl.....	80,000
Melba.....	120,000	G. S. Troop.....	250,000
Millie Mace.....	330,000	Lucania.....	500,000
Pilgrim.....	200,000	Fern.....	270,000
Merl M. Parks.....	340,000	Ungara.....	320,000
Athlon.....	420,000	Hugh John.....	400,000
Riviera.....	240,000	Ophir.....	250,000
H. H. Kitchenier.....	420,000	Victoria.....	260,000
Harold J. Parks.....	300,000	Ethel.....	270,000
Premier.....	500,000	Mariner.....	300,000
Earl V. S.....	400,000	Alice Gerhardt.....	300,000
Avis.....	220,000	Uruguay.....	420,000
Reliance.....	340,000	Maderia.....	360,000
Carlraine.....	370,000	Ivy.....	40,000
Scintilla.....	290,000	Mindora.....	320,000
May Myree.....	400,000	Flora W. Sperry.....	340,000
Carl E. Richard.....	410,000	Emulator.....	440,000
Glyndon.....	240,000	Jennie Myrtle... ..	260,000
Calavera.....	220,000	Pacific.....	250,000
Majestic.....	460,000	Dottie.....	210,000
Companion.....	280,000	Yukon.....	340,000
Corean.....	200,000	Perfect.....	140,000
Concord.....	210,000	Latooka.....	420,000
New Era.....	400,000	Moran.....	80,000
Tidal Wave.....	240,000	D. M. Owen.....	180,000
Elena.....	190,000	Mauna Loa.....	260,000
Nimrod.....	300,000	Cyril.....	220,000
Collector.....	310,000	Annie N. W.....	400,000
Karmoe.....	370,000	Barcelona.....	400,000



## SESSIONAL PAPER No. 22

## MAHONE BAY BANKING FLEET.

	Lbs.		Lbs.
Unique.....	370,000	Kimberly.....	320,000
Hattie, L.M.....	340,000	Snow Queen.....	130,000
Mildred.....	140,000	Elva M.....	240,000
Flo F. Mader.....	220,000	Noble H.....	140,000
W. S. Wynot.....	280,000	Clara.....	340,000
Fredonia.....	240,000	Australia.....	200,000
Saratoga.....	380,000	Loyal.....	300,000
J. W. Mills.....	370,000	Vernie May.....	320,000
Harold.....	200,000	Blanch A. Colp.....	370,000
Deeta M.....	250,000	Crofton McLeod.....	240,000
Ronoake.....	280,000	C. U. Mader.....	220,000
Hazel B. Mosher.....	220,000	Iona W.....	160,000
Clarence B.....	340,000		

## MUSQUODOBOIT, N. S.

*Reporter, Mr. George Rowlings :*

*Alewives.*—Appeared on the coast this season about the usual time but in larger quantities than formerly. Quite a large catch was reported at Cow Bay, and during the season, those who prosecuted this fishing made stops as high as 80 barrels each, and at several rivers along this part of the coast, alewives were more plentiful than last year.

*Cod.*—This fishery is not operated to any extent in this locality until after the lobsters fishing shall have declined, and there are only a few who catch cod and engage in the net-fishing from the early spring. This season it was about the 3rd of June when codfish appeared on the coast and to the 24th, when rough weather set in, the fishery was reported fairly good. In July, cod and haddock were good to the 10th, and after this fair to Oct. 1, when the weather permitted, but the fish kept wide off-shore. Rough and windy weather interfered greatly with the fisheries during the month of October. The catch of cod this season is nearly on a par with that of last year and the same number of vessels (with a little more tonnage) engaged in the fishing as last season. Their catch was nearly all taken in the North Bay district. At Chezzetcook (West), there are being constructed for this industry 2 vessels of about 65 tons each, which will fill a long felt want, as Mr. Rowlings says:—‘One reason, our shore fishermen are not more successful in the cod, haddock and pollock fisheries is that they have only small crafts to operate this industry, and as a result cannot go off-shore far enough, where fish were reported in good numbers, this season.’

*Halibut.*—Catches during the season, were almost the same as that of cod. The fishing was said to be at its best the first two weeks in July and a larger quantity was on the coast than last year.

*Hake.*—Are always reported scarce along these shores, and this season's catch will only average  $3\frac{1}{2}$  quintals.

*Haddock.*—Were in very good supply this summer; there being about 747 lbs. taken in excess of last season. Halibut were most plentiful in Sept. and Oct., and on the 17th of Sept. it was reported that during the past week, quite a number of halibut had been taken on the coast from Jeddore to Clam Harbour, with some boats reporting as large a catch as 1,700 pounds. The total catch is 7,477 lbs. in advance of last season's.

*Herring.*—Were very scarce in this locality, this season, and during the first two weeks in July, a few fish of good quality were taken. A light fare was also made in June and to the close of the season, the quantity taken was not sufficient for bait. Total number of barrels stocked for the season was 719 or 654 brls. less than last year and of the quantity caught during the season some 120 brls., comprised herring of small size about 5 and 6 inches long, which were utilized for lobster bait, and were taken at Clam Harbour.

*Lobster.*—Fishing began in this district about the 10th of April and from that date to last week in May, as the result of fine weather the fishing was fairly good. From the latter part of May, to the end of the season, bad weather was experienced and many

2-3 EDWARD VII., A. 1903

of the traps totally destroyed. Owing to the loss of gear and the unsettled state of the weather, the lobster factories did very little in June. This season's catch would have been largely increased had the weather been favourable, with a larger catch than last year, which shows that lobster are holding their own, notwithstanding reports to the contrary. Considering the weather conditions throughout the season, the catch is an average one. A large business was done here this season, in the shipping of live lobsters to Boston; more were exported in shell during the year than last.

*Salmon*.—Catches during the season were somewhat irregular but the catch on the whole was considered an average one.

*Trout*.—Were in fair quantities on May 23, and were not nearly as plentiful as last season.

*Dogfish*.—Were plentiful and of great annoyance to the fishermen, during the entire season.

The following is a summary of the catch in this district from Dartmouth, N.S.

### Summary.

Alewives.....	367	brls.
Cod.....	8,417	cwt.
“ and haddock.....	83,925	lbs., fresh.
Haddock.....	781	cwt., dried.
Hake.....	3 $\frac{1}{2}$	“
Halibut.....	30,432	lbs.
Herring.....	719	brls., salted.
“.....	10,800	lbs., fresh.
Lobsters.....	134,340	cwt., fresh in shell.
“.....	60,438	lbs., canned.
Mackerel.....	12,450	“ fresh.
“.....	215 $\frac{1}{2}$	brls., salted.
Pollock.....	572	cwt.
Salmon.....	2,726	lbs., fresh.
“.....	595	“ smoked.
Fish as bait.....	1,003	brls.
“ oil.....	4,694	galls.

This district comprises the fisheries of Eastern Passage, Devil's Island, Cow Bay, Lawrencetown, Seaforth, Three Fathom Harbour, East and West Chezzetcook, Petpeswick Harbour, Jeddore, Musquodoboit Harbour, Clam Harbour, Owl's Head and West Ship Harbour.

Thirteen vessels and 584 boats prosecute these fisheries in this district, giving employment to 103 and 409 men, respectively, and six lobster canneries established along this coast employ seventy-six hands to operate 18,675 traps with a valuation of \$7,705.

### PORT LA TOUR.

*Reporter, Mr. J. W. Taylor :*

*Alewives* were taken this season in very light catches in May and June, and on the 26th of former month very few were reported in nets. It is said that the catch at this station is not nearly an average one.

*Cod*.—It was reported on May 5 that the weather had been bad for fishing since the month came in, and the codfishery had not commenced to date. An occasional boat was on the grounds, but with rather poor results. The first report received was on the 12th of the month, four days later than last season, and fair fishing was reported when the weather permitted to the 22nd, with cod boats averaging a quintal per man a day. The last week of May was very windy with rough seas and the fishermen had few chances of attending the fisheries. Codfish were in fair supply the first of June, and on



## SESSIONAL PAPER No. 22

the 16th it was reported schools of fish were on the coast and fine weather and bait were all that was necessary to make the fisheries successful. Good fares were taken about June 20 with squid which were now on the coast in preference to frozen herring from the freezer, which bait was not liked by the fishermen, and good accounts of fish were received July 1, but were too wide off shore for small crafts. Bad weather and the troublesome dogfish were a drawback to the fishermen on July 14, as the fish were moving closer inshore, and on favourable days good fares were taken. Dogfish continuing on the coast and the uncertainty of bait on the grounds the latter part of July made the catches very small, and on July 28 it was reported that the past week was the worst of the season owing to the prevalence of strong easterly winds. Disagreeable weather the first week in August prevented the boats from vigorously prosecuting the fishery, but contents of report of August 2 were that the last three days shallops have done very well, and boats inshore fairly so, and on the 27th the times at this station were said to be rather dull in the fishing line, with the exception of the codfishery. Some days' fair work was done by the boats, but generally speaking, fish were scarce inshore. The shallops wide off-shore reported codfishing good the first week in September and did very well with handlines and trawls. Some good fares were taken the middle of September, since which codfish were scarce and practically nothing was done the latter part of the month. It was reported in October, on the 11th, that there was not much doing in the fishing line, as no bait could be obtained and the weather was also very rough. When there is an opportunity for boats to attend the grounds there appears to be a fair school of fish going. The catch of codfish this season, while not so large by small boats as last year, was much better on the outer grounds frequented by larger boats and shallops, making the season's catch on an average fair.

*Haddock* were reported on July 9, in fair quantities and were taken in light catches afterwards until September 26 and 27, when fair reports were again received. The catch was about the same as last year, but higher prices obtained will make the results better.

*Herring*.—The first report of herring was on May 31, when boats reported a few on the fishing grounds, but none were taken in nets. Herring were so scarce after to June 16 that fishermen were using clams instead from which they claimed better results followed, than from bait from the freezer. Shallops were reported doing well outside at the herring and squid fisheries on July 7, and on the 12th plenty of mixed herring were on the coast about 2 miles off shore. In August schools of small herring were in the harbour but were not large enough to mesh well and on the outside grounds herring bait was fairly plenty with shallops occasionally striking a spot where there was good fishing. Some medium sized herring were taken in nets on September 12, when best netter reported for  $\frac{1}{2}$  bbl. and on the 15th the largest catch was 2 bbls. of small herring per net. On October 6, the fishermen were beginning to entertain fears for the usual fall school of herring, but the following week these doubts were partly dispelled by herring of a small size being reported off shore by shallops operating there. The herring fishery this season is considered almost an entire failure, not nearly enough being taken for bait throughout the season and none were salted for lobster bait or export. Mr. Taylor says: 'Large preparations have been made for herring and there is time yet for the voyage to be largely supplemented, if there be a late school.'

*Lobsters* were reported on May 2 and 3 in very light catches and on the 2nd traps were averaging each two lobsters  $\frac{2}{3}$  small, after which the fishery increased to fair on the 6th, 7th, 8th and 9th. It was reported on the 12th that lobsters were continuing fair though the rough weather lessens the catch materially. Lobsters were gradually diminishing in catches on the 26th, and the fishermen were not averaging over one lobster per trap two-thirds small. The last week of May was very blowy and several of the lobstermen hauled in their traps and gear, etc. All lobsters' apparatus was removed on the 31st, and those engaged in this fishery turned their attention to the codfishery. The lobster fishing this season resulted favourably from the fact that the prices obtained for those exported during the season were high and the net proceeds for lobsters sold for canning purposes were the highest ever realized for an ordinary season's catch.



2-3 EDWARD VII., A. 1903

*Mackerel.*—No mackerel of any importance was taken to October 15, but on September 29 it was reported that 'rumours of some mackerel taken at Blanche about four miles from this station' and on October 14 a few were reported in nets. Should the weather continue favourable the netters may still do something in this line.

*Pollock.*—There has been quite a run of this fish during the season, which are now being readily sold at good prices.

*Squid* were first reported when on the fishing grounds on June 19, and again on July 4. Squid were easily obtainable on August 25, and from September 4 to 9, good schools of squid of a very large size were on the coast which remain so to the 15th of same month.

*Dogfish* came on the case in July and were very troublesome during the season.

The catch in general at this locality, this season is considered an average one, with the exception of the herring fishery.

#### WHITEHEAD, N.S.

*Reporter, Mr. J. E. Dillon :*

*Alewives* were reported on May 1, plentiful and scarce to the 17th, when netters had from 2,000 to 3,000 fish. After June 11, very few alewives were reported.

*Cod* fishing began on May 1, fair but only light hauls were made as there was a scarcity of bait on the coast the first of the month. High winds and rough weather prevented successful fishing the week of the 12th, and as herring and mackerel struck in a few days later, several Lunenburg bankers that were in port, securing bait secured a supply. The catch of codfish continued light, the weather being still unsettled until the 12th, 13th and 25th of June, when fair catches were taken. During July several of the fishermen decided to operate on the fishing grounds off the Cape Breton coast and to the 3rd and 4th October when boats reported from 2 to 6 quintals of cod and haddock, codfish were taken in catches varying from fair to poor. Total catch for the season estimated at 1,300 quintals.

*Haddock* appeared on the coast earlier than usual this season, and good catches were taken in April, which remained the same on May 5, afterwards varying from fair to poor, to the 22nd, when the haddock fishery was again reported good. Fair quantities were taken on the 23rd and 24th of May and scarce after the close of the season. Five hundred quintals were taken during the season.

*Herring.*—Although this fishery was poor the first part of the season, herring struck in earlier than last season and were first reported in good quantities on May 20, when for a few following days boats were reported doing very well. Fair fishing was reported on June 29, and netters had from 50 to 100 herring. The catch throughout July and a portion of August to the 21st was very light. On this date herring were reported as having struck in off Port Felix and some boat stopped from one to five barrels. The fish quickly disappeared afterwards and very few were taken for the remainder of the season. This branch of the fishing industry can be considered a failure this season. Total catch this year only amounted to ten barrels.

*Mackerel.*—The first appearance of mackerel on the coast was on May 13, when the weather was reported too rough for line fishing and from two to four mackerel were taken in nets. One boat reported a catch of 150 mackerel on the 19th, and from the 20th to 29th, the fishing was from good to fair, with mackerel reported schooling along the shores on the 24th. In June, dogfish was very troublesome on the coast, but on the 26th, 500 mackerel were taken in traps, and nothing was reported afterwards until five barrels were taken in traps on August 11. The total catch was much smaller than that of last year and scarcely any net fish taken this season were salted for export, as nearly the whole catch was disposed off to the bankers for bait. The season's catch will not exceed 30 barrels.

*Lobsters* were reported in good catches this spring from the beginning of the season to May 1, during which month the catch was light, owing to rough weather, which prevented the fishermen from vigorously prosecuting this important industry, and the June catch varied from fair to poor. It was reported on June 28, that a large number of

## SESSIONAL PAPER No. 22

lobster traps were destroyed by heavy storms of recent date. The season's pack is estimated about 2,400 cases, an increase of 100 cases over the pack of 1901. During the season a number of crates of live lobsters were shipped to Boston.

*Squid* were reported on the coast on July 15 in good quantities but did not remain long. Bait was so very scarce at times during the season, that clams were used instead. *Squid* were scarce to August 13 and 23, when the fish were again plentiful on the grounds, but were reported hard to 'jig.' Very good accounts of this bait fish were received on September 3, and good on the 1st, 12th and 13th of same month and also on October 3.

*Dogfish* struck inshore about June 24, and during the season were plentiful and troublesome as usual.

*Pollock* were not reported during the season, but about 360 quintals were taken this season.

*Halibut* although this fish was not regularly reported, the total catch is estimated at 4,500 pounds.

## PUBNICO EAST, N.S.

Reporter, Mr. J. A. D'Entremon :

*Cod* were reported one day later this year than last season, being first taken on May 19 in fair catches, which remained so until about June 16, when codfish were reported very plentiful on the coast, and some very good hauls were made, continuing so to August 29, after which codfishing was fair to the close of the season. It is estimated that the total catch for the season, will be a good one, as the following results of the vessels engaged in the codfishery at this station will show :—

	Lbs.
Aurore .....	200,000
Gertrude L. ....	460,000
Geneva May. ....	350,000
Hazel Glen .....	100,000
Forester. ....	87,000
Greenwood .....	150,000
Lucy .....	100,000
Marguerite. ....	130,000
N. A. Laura .....	130,000
Nelson A. ....	160,000
Senora .....	290,000
Souvenir .....	200,000
Dawn .....	160,000
Nebula .....	90,000
Eddie J. ....	147,000
Sea Foam .....	65,000
	<hr/>
	2,819,000
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List of vessels engaged in the lobster fishery, with their respective catches :—

	Crates.
Dawn .....	300
Nebula .....	250
Eddie J. ....	275
Sea Foam .....	150
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	975
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2-3 EDWARD VII., A. 1903

*Herring*, although not taken inshore until late in the season, were reported in fair quantities on July 2 and 5, and on August 14 were off Mud Islands. Very few herring were caught inshore before September 6 and 10, when good catches were made. Fair stops were reported on the 20th and 23rd of the same month. The catch is considered a fair one.

*Alewives*.—Fair quantities of alewives were reported on May 19 and 20 and again on June 2, 3 and 7, with a scarcity afterwards to the end of the season.

*Halibut*, as far as reported were taken in fair catches on June 2, 3 and 7, and scarce after the end of the month.

*Haddock* were only reported in June, and then on the 22nd and 23rd, when good fares were made.

*Lobster* fishing commenced this season, with very poor results, which remained the same throughout the entire season, without any material change. The seven factories in this locality, have packed on an average 1,000 cases each.

*Mackerel* has been considered a total failure on the shores this season.

*Bait* could be procured this season at Schooner Passage, Woods Harbour, Argyle and Mud Islands. Frozen squid at this station.

*Ice* was in good demand throughout the season here.

Although some branches of the fisheries at this station did not show very satisfactory results, the catch on the whole can be considered a fairly good one.

#### SALMON RIVER (PORT DUFFERIN, N.S.)

*Reporter, Mr. Arthur Balcom:*

*Alewives* were taken in light quantities during the month of May, excepting the 6th and 15th, when fair catches were made.

*Cod* appeared on the coast at this station on May 20, a week earlier than last season, and good hauls were taken to the end of the month, which continued to June 21, when the fishing became fair, owing to the unsettled state of the weather. The July and August catch varied from good to fair. September 1, an improvement in the codfishery was reported and exceptionally good hauls were made. In October, cod were plenty on the 3rd and fair on the 9th, 10th and 13th.

*Haddock* were also on the coast very early this season, being reported plentiful in June from the 2nd to the 18th. For the remainder of the season the catch was identical with that of cod.

*Halibut* were scarce at this station during the season.

*Herring* struck in somewhat early this year, and were fair on May 27, and plentiful on the 31st. Fair stops were also made on June 4 and 5.

*Lobsters* appeared in fair quantities the first week in May, but from the 12th to the end of the month were taken in catches varying from good to poor. Unfavourable weather greatly interfered with this industry in June, and to the close of the season only light catches were reported.

*Mackerel* were first reported in fair quantities on May 31, and were very scarce afterwards until the last week in August, when fair catches were reported daily. From September 16 to 27 the mackerel fishery varied from good to fair.

*Salmon* were reported fair on June 16 and 17, scarce during July, and in fair catches on August 4, 5 and 9.

*Squid* were in fair supply from July 13 to 17, and plentiful from 21st to 26th of same month, and scarce after September 22, 23, 25 and 27, when good catches were made. Squid were again reported fair on October 3.

*Trout* were first taken on May 1, and the catches in this month and June varied from good to poor. During July the catch was on an average fair.

*Smelts*.—Light quantities of this species of fish were taken in May



## SESSIONAL PAPER No. 22

SAND POINT, N.S.

Reporter, Mr. John A. R. Morrison :

*Alewives.*—Although not reported during the season, the catch is considered about the same as that of last season, or perhaps a shade better.

*Cod* were very late appearing on the coast this season, and the first report received was on May 30, when offshore shallows reported codfish plentiful on the grounds. No cod was taken inshore to date, owing, probably, to the troublesome dogfish, which took possession of the fishing grounds. In June, from the 4th to 12th, good fishing was reported offshore, and boats averaged one quintal per man in a day's fishing. Small crafts on the offshore grounds on June 30, reported plenty of cod, but no bait to fish with, and the schooner *Etta Vaughan*, Thorbourn, master, in port to-day, with 850 quintals of codfish, reports stormy weather on the banks. Fair catches were taken by small boats in July to the 16th, and some of the crafts with a crew of three hands, report about three quintals to a boat a day. The schooner *Agatha* arrived in from the North Bay on July 3, with 700 quintals. The 1st of August, the offshore fishery was reported very good, which continued during the month, while the in-shore fishing was very poor, scarcely any kind of fish being caught. The boat-fishermen reported fairly good hauls the first part of September, averaging from one to three quintals per boat and good fares from the 15th to 19th. The schooners *Etta Vaughan* and *Corania* from the western banks, on September 15, landed their cargoes of 1,000 and 1,300 quintals of cod respectively, at this port, and on the 27th the bankers, *Ke-trel*, *Nellie J. King* and *Agatha* sailing out of this port, reported for 1,300, 1,100 and 900 quintals cod each. Fair fishing was reported on September 29, and the first week of October. There are five fishing schooners engaged in the codfishery at this station, which gave employment to 100 men, and during the season, the catch totaled 8,400 quintals of cod.

*Haddock* were first reported in light catches on June 20, but the following day the fishing became fair, and throughout the season the catch was identical with that of cod. The small boats and shallows fishing out of this harbour landed during the season about 800 quintals of cod, haddock and pollock, which is 200 quintals better than the catch of last season, notwithstanding bait at times was very scarce and dogfish were plentiful on the coast during the season.

*Herring.*—It was reported on July 8, that herring struck in on the coast, but not in sufficient quantities to meet the demand for bait, and August 1 the small boats secured a small quantity for bait. The first favourable report of this fishery was received very late in August, on the 30th, when herring were fair. The same condition of affairs existed during the first week of September, after which herring became scarce and the catches very light to the close of the season.

*Lobsters.*—Fishing began about the first of January, with good prospects and very good catches were taken during the month but in February, the fishing was not prosecuted to any extent, and during the remainder of the season, the catch was on an average fair. In comparison with last season this fishery is considered somewhat better, and the share per man for the lobsters fisherman, will in all probability average about \$150.

*Mackerel* were very scarce on this coast this season, and were only reported when a few were taken on August 18 and 23.

*Squid* were also very scarce during the season and clams and alewives were used for bait the first part of the season until herring struck in in July, when this fish was substituted for about one month. From August to the end of the season squid were utilized when obtainable.

*Dogfish* put in an appearance about June 16, and the scarcity of bait-fish of the coast this season, may be attributed to the very plentiful numbers of this voracious member of the finny tribe along our shores during the fishing season.

2-3 EDWARD VII., A. 1903

## PORT MULGRAVE, N.S.

*Reporter, Mr. David Murray :*

*Cod*.—Good fares of codfish were first reported on the Middle Grounds by bankers on May 1, with vessels averaging 300 quintals to two baitings. Some single vessels reported 500 quintals on two baitings (one of frozen squid and one of herring) are in port seeking bait. Bankers that arrived the week of the 19th, reported good catches from 300 to 750 quintals on three baitings. Schooner *Clarence B. Smith* hails for 1,000 quintals. During the latter part of May and the month of June, the weather was stormy and fish so scarce that crafts have returned one-third full. The fortunate ones *Terrence C. Lockwood*, *Agatha*, and *Maud Churchill*, hailed for 900, 700 and 800 respectively. Cod were scarce in July, but the first week in August saw a decided improvement in the fishing and vessels arriving from the North Bay codfishing grounds reported good fishing, and all of them had full loads from 800 to 1,100 quintals. The prospects were so promising that all of them have gone back again on a second trip, with the addition of seven others. The schooner *Mary C.* from Labrador on August 15, spoke several vessels near the Magdalens and Second Chapel up the north side of Prince Edward Island and all report codfishing good, but no bait obtainable. The schooner *Minnie M. Cook*, sailed into port, the week of September 15, with 1,400 quintals codfish taken off Bank Orphan, in Gulf of St. Lawrence. Dogfish at Port Hood and Cape Jack Light drove all kinds of fish away during the latter part of September and the first of October.

*Herring* this season have been very scarce, both in the spring and summer, and one may include the fall fishery. Vessels that went to the Magdalen Islands for bank herring did not do anything; but those that visited Caraquet, N.S., fared better, obtaining all the herring they could salt, which realized for them good prices. A few herring were reported in nets at Cape Jack Light, on September 15, but dogfish greatly interfered with the twine.

*Lobsters*.—The catch of lobsters this season was somewhat below that of 1901, there being packed by the two factories here, 850 cases against 1,600 cases of last season. Lobsters were fairly plentiful the first of the season, but not nearly so towards the close.

*Mackerel* were reported fair in Chebucto Bay, May 21, and a few taken in nets on June 7. Mackerel were so scarce along these shores during July, that the only American seiner that came to the Bay, left for home, being unable to see a fish. On October 15, it was reported that there was a scattering mackerel caught in nets in Chebucto Bay, but the prospects are not very bright for a fall catch, in fact, our reporter says: 'Mackerel is out of the question in our waters, as well as Chebucto Bay.'

*Squid*.—Up to the present squid has not arrived on the coast, so cannot be reported upon. The bankers, that baited with frozen squid on first trips did well and were loud in their praises of the article and pronounced it 'extra good' for cod purposes. Our hand-liners also fared well on first and second trips, with bankers all reporting good season's catches.

*Pollock* which were taken in light catches the early part of the season, was first reported on May 15, the earliest known here for this fish at this station.

## YARMOUTH, N.S.

*Reporter, Mr. F. L. Hatfield :*

*Alewives* were an average catch at this station this season, fair hauls being taken in the month of May and a portion of June. About one half of the quantity taken was sold fresh for bait, the other half was salted for market, but prices ruled very low. We have been informed by our reporter that one party, who tried to dispose of his catch in the United States, found his merchandise unmarketable in the Boston market and could scarcely give them away.

*Cod* struck in plentiful on May 1st, but for the next fortnight bad weather prevailed along the coast and prevented the boats from attending the fishery. The



## SESSIONAL PAPER No. 22

fishing was fair on the 17th, and reported good on the 28th, after which bait was very scarce and nothing was done until the 12th of the following month, when fair hauls were made, with codfish plentiful on the shores on the 24th. In July very large numbers were seen on the 7th, and it was reported on the 19th that bait was very scarce, otherwise cod and haddock would have been taken quite freely. Bait was again scarce in August, and very large quantities of cod were off shore on the 1st, 4th and 14th, and in fair numbers on the 25th. Good fares were taken September 1, as bait was now in fair supply and large quantities of cod were on the coast. A few fish were taken after to October 11, when the last report had the fishery in a good condition. During the season the off-shore and bank fishermen made very good catches and the total catch is considered a fair one.

*Haddock* appeared on the coast during the year about the 27th of May in fair quantities and throughout the remaining portion of the season were taken in catches almost identical with that of cod. The catch is also considered above an average one.

*Halibut*.—Fair, but somewhat irregular catches of halibut were taken in the month of May by the fleet operating offshore and in June the fishery was very light. Fair fishing was reported on July 7, with small catches on the 19th and 22nd of the same month. This season's catch will not average that of last year.

*Herring* as bait was very scarce the early part of the season and the first report received of this fishery was on July 22 and 25, when the fish was reported in the floating trap at Yarmouth Bar. On August 13, a good run of herring were reported at the mouth of the Tusket River and herring bait by fishermen's nets was obtainable at Mud Island. Large quantities of large size herring, but of poor quality were taken at Mud Island and vicinity in September, on the 11th and on the same day it was reported that quite a quantity of small fish struck in off this port. Very good catches of herrings were made off Yarmouth Bar on the 29th, and in October, on the 11th, at the Tusket Islands, small fat herring were said to be in large numbers.

*Lobsters* were taken in fair catches May 1, but rain and foggy weather setting in after caused a suspension of this industry until the 27th of the month, when fair fishing was reported. The catch for the entire season is considered a fair one, with good prices prevailing. The heavy winds during the winter months are reported as having destroyed a considerable quantity of the gear of this fishery, and the canneries in this locality are said to have done a very good business this year, which is attributed to the strict observance of the close season, and other protective measures.

*Mackerel*.—It was reported on May 10, that the mackerel traps had been generally broken up by recent storms and at the same time came the report that one mackerel was taken from leader of Short Beach Trap on Thursday the 8th. The weather was so rough and windy for the next few days, the small boats were not out and no netting was done. On the 16th, 35 mackerel were taken in County Line Trap and the following day two barrels were reported. Two traps pursed on the 19th, with the result that one had 35 mackerel; the other was full of pollock. Traps were averaging 50 mackerel on the 22nd and on the 23rd, seven reported for 100 fish. In June comparatively little was done in this line and mackerel were so scarce that two traps were removed on the 4th, and the remaining five will in all probability average about 30 mackerel. Dogfish now put in an appearance and as a result the traps were doing nothing. The catch this season, as compared to other seasons, is a total failure.

*Salmon*.—About three or four salmon were taken in May, on the 21, and on the 27th, fair fishing was reported with a few being caught in June, on the 12th. The catch was considered light this season.

*Trout* were reported plentiful in May, on the 1st, and fair on the 27th, and were said to be fairly plenty during the season.

*Shad* were reported fair in May on the 17th and 27th.

*Pollock* were reported quite plentiful in the spring, but the fish were very small. Later in the season the pollock that were going were of a larger size.

*Eels and Smelts* were an average catch this season.



## CAPE BRETON.

WEST ARICHAT.

*Reporter : Mr. C. P. Lelacheur.**Alewives.*—Were again a failure at this station, this season.*Cod.*—Appeared in small numbers early in May and the fishing was poor to the 2nd of July, when fair catches were reported for a few days. Fair fishing reports were again received but poor fishing was experienced up to the 14th, when the codfishery improved and fair to light hauls were made to the end of the month. The fishing was poor all through September and the rough weather of the first week of October practically put a stop to the work. Scarcity of bait has again been a serious drawback to the fishermen, for there is no doubt, says our reporter, 'had an ample supply of bait been obtainable throughout the season, the catch of cod would easily have been doubled. The total catch, this season is again very small.*Haddock.*—Light quantities of haddock were taken in May, but the catch was a very poor one this year.*Herring.*—On June 26th, light catches of herring were taken here, and at 'Thomas' Head' about seven miles, from this station, good fishing was reported but the fish were said to be small. Fair catches were made on the 2nd and 3rd of July, good on the 8th, and fairly good the following week. From the 15th, to the close of the month, the catch was variable, but mostly poor and at no period during the season was the catch regular. Scarcely any fish were taken in August, which usually was the best fishing and none were reported in September. This season's catch of herring is the poorest ever known in this locality. To many this fishery has been a total failure and some well know fishermen have not even caught sufficient for their winter's supply.*Lobster.*—Operations in the lobster fishing began early in April and light catches were made to the end of the month. Fair fishing was reported on the 8th of May, after which the fish slacked off and continued scarce to the close of the season. There has been a steady decline in this industry the last few years, until now it is no longer a paying business, some fishermen having hardly paid expenses this season. Mr. LeLacheur reports that 'mackerel this season have been unknown to these shores and pollock and hake were taken in such small quantities that they do not warrant any mention. On the whole the fishing at this station, this year, has been unprecedentedly bad, the worst season experienced by the fishermen, many of whom abandoned the fisheries early in the season, and fortunately secured employment with the Cape Breton Railway.

ARICHAT, C.B.

*Reporter : Mr. J. T. Jean.**Cod.*—The fishing at this station, this year, was some thing earlier than that of 1901. In May only very light catches of codfish were taken owing to the scarcity of bait and foggy and windy weather, which prevented line fishing. In June, some boats made fair catches, when bait could be procured, and the fishing continued fair during the months of June and July. Herring bait was very scarce in August and as a natural sequence the fares of codfish were small. When squid struck in along the coast in September, fair catches were reported daily except when high winds prevented the boats from attending the fishing grounds. Very little fishing was done in October, on account of high winds and moderate gales..*Haddock.*—Were first reported on May 5, when 100, 200 and 300 haddock were taken per boat. Fair hauls were made in the same month on the 7th and 16th, afterwards becoming scarce. On the 22nd the haddock fishery in the harbour was reported to be not nearly as good as in former year and the total catch was even smaller than the catch of last year, which was estimated as being a small one.*Herring.*—Struck in the harbour about the middle of June and some boats secured upwards of five barrels. To the 12th of July, herring were taken in catches varying

## SESSIONAL PAPER No. 22

from fair to poor, and from that date, when a fair catch was reported to the close of the season, the fishermen were hardly able to obtain sufficient herring to meet the demand for bait. The catch, this season, was considered a total failure.

*Lobsters.*—Fishing commenced a little earlier than last season, with good catches reported in April. A fair catch was taken on May 3, after which date, lobsters became scarce during the remainder of the season. The catch can be considered about the same as 1901, a very light one.

*Mackerel.*—Were first taken on the coast May 19, when a fisherman reported 65 mackerel from two nets, which he set as a venture a few days previous on his way to the lobster grounds. The following day, the same boat reported 45 fish and on the 29th, 100 mackerel was the result of a catch. Mackerel were not reported again until the 3rd of Sept. when a few were taken in nets. The catch, this season was again pronounced a failure, although our reporter is of the opinion that a fair condition of things would have existed in this line, had the fishermen placed their gear out, when the fish were in the harbour.

*Squid* appeared along our shores in August and continued to be taken in small quantities in and off the harbour, from the latter part of the month to the present date (October 27). Fishermen would have been very successful in obtaining sufficient quantities for bait, had they arrived on the grounds between daylight and sunrise, as squid can be taken on the "jigs," anywhere off the harbour at that time.

*Dogfish* are a great nuisance and hindrance to the fishing industry at this station, especially in September and October when the fishermen begin trawling. Very few Gloucester fishing vessels were in port this summer, as no ice was stored here last winter. On the whole, all branches of the fisheries, with the exception of the codfishery were below the catch of last year.

DESCOUSSE, C.B.

*Reporter : John P. Gruchy.*

*Alewives* were first taken about June 4, and for the following week light catches were made. Three barrels are reported as being the catch this season.

*Cod and Haddock.*—Light catches in both branches of these fisheries were made on the 2nd of May, but the fish were reported afterwards very scarce owing to a continuation of east winds and rough seas. During the remainder of the month and in June, when only a few cod were caught, the weather was so stormy that the fishermen were unable to visit the grounds. In July when the weather was fairly fine those who journeyed to the fishing grounds complained of a great scarcity of fish, which continued until it was reported on August 9, that the weather had been so stormy the past week with a continuance of easterly winds that there has been no fish taken of any kind; even if the weather was favourable, it is not at all likely that the fishermen would visit the grounds as haymaking was the order of the day, and all hands are engaged in securing their usual hay crop. It was stated in August, that it was never known at this station for fish to be so very scarce as this season. To the remainder of the season cod and haddock were scarce on account of disagreeable weather, and not even half fares were taken by best boats throughout the entire season.

*Herring.*—Light quantities of herring were first taken on June 14, which continued the same to July 3, when fair reports were received for one day only, afterwards herring were in light catches to the 20, and it was reported on July 26, that the July catch of herring was the smallest for many years past. The fishery in this district is considered a total failure this season. No fall herring was taken and the total catch is estimated at 15 barrels.

*Lobsters* were taken in small catches to May 10, and the general opinion was that better results would have been obtained had bait been procurable. The weather was now very stormy and blustery, and from May 11 to 23, the catches were on an average fair, remaining poor after to the close of the season. Our reporter says :—"The season has been anything but prosperous in this fishery; continual stormy weathered caused much loss to the fishermen's gear, and bait was also scarce during the season, in which



2-3 EDWARD VII., A. 1903

there was packed by the cannery in this district about 150 cases." No live lobsters were shipped from this point this season.

*Mackerel*.—The first appearance of mackerel on these shores was on May 22 and 23, when a few were taken in nets and a fair stop was made on the 30th. The catches the following months of June, July and August were exceedingly light, owing to unfavourable weather along the seacoast, which caused a scarcity of fish in all branches of the fisheries. On August 30, it was reported that mackerel of a fair size were taken in nets, also with hooks, but were not plentiful. Mackerel were reported schooling, but not hooking freely September 1, and the report of the 17th, was that a small stop with hook was made the past week, excepting one stormy day. The fish were in many schools, but did not mesh well. The following week mackerel were still schooling off this port, but were not hooking well. None were taken in nets, and the fishermen were of the opinion that the weather was rather too mild for mackerel fishing. Small schools were again on the coast the latter part of September, but none were taken on account of the stormy weather prevailing. About 25 barrels will represent this season's catch of mackerel with hook and nets.

*Squid*.—First appearance on the coast was on July 4, from which date to August 8, fair reports were received almost daily. None were taken afterwards and the supply obtained was utilized in the cod and haddock fishery.

The season's catch on the whole in this district is said to be the worst ever experienced by the fishermen, and is far below that of last year, which was considered a very poor one. The weather has been very rough and inclement for the inshore fishery the past season, and all the fish seem to have kept well off shore.

INGONISH, C. B.

*Reporter : Mr. J. M. Burke.*

*Cod* appeared on the coast this season, a little earlier than last year and were first taken on April 18, on trawls. Between this date and the first day of May fair catches were made with trawls and handlines, continuing from fair to poor throughout May and June. Squid was obtainable on July 14 and 15, and boats averaged from two to five cwt. between the 22nd and the 26th. For the remainder of the season codfish were scarce, excepting a few days in September, when fair catches were made on trawls. On the whole the catch is considerably below the average.

*Haddock* were first taken on May 1, in fair quantities. Good catches were made from the 8th to 20th of same month, after which owing to stormy weather and irregularity of bait, the fishing was dull to the close of the season. The catch is considered below that of last year.

*Herring* also struck in along the coast earlier than last season and were first reported on April 15. The spring catch was light this season, excepting a few barrels salted for lobster bait. The rest was used baiting trawls for cod and haddock. There has been no summer run of herring this season.

*Lobsters* were taken in fair supply as soon as the law permitted the setting of the gear on May 1. The fish were fairly plentiful during May and up to June 15. From latter date to the end of the season, the catch was light. Stormy weather greatly injured the success of this branch of the fishing industry this season, the traps being badly wrecked by easterly gales and heavy seas on June 7 and 25, and in some cases the gear was so entirely smashed up that several of the canneries suspended operations for the season about the latter part of June and July 1.

*Mackerel*.—The first appearance of this fish was noted between May 15 and 20, when light catches were taken for about a fortnight. Light catches of summer mackerel were taken in shore-fast nets in July and August. On September 17 and 18, mackerel were reported hooking moderately, with boats averaging from 100 mackerel downwards. The catch this season is considerably below last year's.

*Salmon* appeared between May 15 and 20. The catch was very light on this shore, this season, one-half of which was sold fresh and shipped to various markets.



## SESSIONAL PAPER No. 22

*Squid* struck in between June 17 and 30, in fair quantities and varied from fair to poor during July and August. From August to present date, October 15, squid were reported very plentiful.

*Dogfish* have been plentiful since July 1, and at times has greatly hampered cod and net fishing during the latter part of the season.

L'ARDOISE, C. B.

*Reporter : Mr. John McIsaac.*

*Cod*.—From the opening of the season to June 27, the inshore fishery was very poor, and on this date the fishing was reported fair for the first. On July 2, 11 and 14, codfish were on the coast in fair quantities, but few boats attended the fishery, as nearly all the larger crafts were operating in the vicinity of the eastern grounds, from which locality on July 25, boats arrived bringing good fares. There was good appearance of cod the first of May, but dogfish were so troublesome that scarcely any bait could be had. Haymaking was reported on August 8, as being the order of the day, when the weather was suitable and all fishing operations were suspended until this work was finished. Good catches were reported by all vessels that came in port the latter part of August from the eastern grounds, and from September 3 to 12, the codfishery was fair. September 24 saw the fishery almost at a standstill, excepting a few boats codfishing, when the weather permitted, and on October 1, it was reported that there has been scarcely any fishing indulged in here lately and the fishing season is nearly over, save a few days when codfish are on the coast. The fishermen at this station are now turning their attention towards building small crafts between twenty and thirty tons burthen, for the eastern ground fisheries. There are now three new ones in course of construction on the stocks, which will be completed in time for the opening of the season next spring. The four or five vessels that prosecuted the eastern fishery this season all reported as having done well.

*Haddock* made its appearance on the eastern shore grounds, about April 20, very much earlier than formerly. There were no large catches made but some boats reported as high as fifty fish. This catch was taken at the eastern end of this station, commonly called Little Harbour or Little L'Ardoise. Haddock, the first of the season, were very poor and hardly worth mentioning, and during the remainder of the season were taken in light catches.

*Lobsters* were the first fish taken this season and were on the coast about the usual time in fairly good quantities, while bait was obtainable. Throughout the entire season, lobsters were considered scarce and appear to be getting scarcer in this locality each season. There are not as many employed in the prosecution of this industry as formerly, many seeking employment with the railway, others engaged in the Grand Bank fishery. The fishermen, who prosecuted the lobster fishery this season were well recompensed as prices ruled high. There are only two canneries in this neighbourhood, situated between St. Peter's and Point Michaud.

*Herring* struck in the first week in July, but no large stops were reported, and herring were very scarce during the season. In fact the herring fishery is considered a failure this year, and Mr. McIsaac reported on August 2. 'If I went around and offered \$6 cash for one barrel of herring, I do not think I could get any and the season for fat herring is now over except a run that comes in this month, and they will be of poor quality.

*Mackerel* were first reported this season, on our shores, when one boat had twenty mackerel on May 15. Fair quantities of mackerel were inshore on the 20th and 26th, and on the 23rd one boat reported three barrels one morning, and another barrel of large and middling fat fish. The catch was very good the week of the 29th, but on the 28th, the weather was so blowy and foggy, the boats could not venture out. Mackerel struck in here very heavy the last of May and those having large quantities of gear out did well, but unfortunately the demand for salt was greater than the supply, as the merchants had only a limited quantity on hand, and did not wish to be overstocked in this line as in former years, when fish in these waters were very scarce. The mackerel

that were taken on the coast were said to be of large size and good in quality. The catch to June 6, was far in advance of what it has been for many years past. Mackerel struck in the bay for two nights in large quantities and those having considerable gear set did remarkably well. As far as reported, some good fares have been taken. The following week the mackerel voyage was reported over for the season, which has been considered a fair one. Some of the fishermen sent their catches to market early in the season; others, who held them until late in the fall did much better as the prices realized were higher, and as a result the fishermen are well provided for the incoming winter. It is the general opinion that more of the local fishermen will engage in net fishing the coming season as our reporter says: 'I never saw a better quality of mackerel than those caught here this spring. Just like fall mackerel, extra large and fat, and also adds: 'That when the Cape Breton Railway Company completes the railroad down here, I think there will be a great business done at this station, in the fresh fish line, as the railway passes quite close to L'Ardoise, and with such facilities, the winter fishery will be the industry that will spring up. The railroad is now nearly constructed to St. Peter's.

MARGAREE, C.B.

*Reporter: Mr. M. A. Dunn.*

*Alewives* came on the coast the latter part of April and small catches were taken to May 20, when the fish struck in plentiful for a couple of days and a few good catches were made. For the balance of the season the reports were generally poor and the whole catch was considered a small one.

*Cod* appeared on these shores about the last of April, and in the month of May, with few exceptions, the reports were from good to fair with trawls. The catch continued varying in this condition throughout the months of June and July with hand lines the principal means of fishing. After the close of the latter month, the fishery became more irregular, caused chiefly by swarms of dogfish and unfavourable weather. When an opportunity afforded and boats visited the grounds, during the remainder of the season, the reports of codfish were generally good and fair. It was also stated that a considerable quantity of cod was caught in November, and that the fishermen were of the opinion that there has been more codfish on the coast this season, than has been for quite a number of years back. The total catch is estimated at 20 per cent above the average.

*Haddock* were taken in catches throughout the season with cod and represented about 15 per cent of the quantity taken.

*Hake.* The hake fishery was only a trifle until the latter part of the season, when a few fair catches were made. The total catch is considered about the same as last season, a small one.

*Herring* were reported the first week of May in light catches, which continued to June 20, when a few stops were made. After this only a few herring were captured, the abundance of dogfish on the coast preventing netting. Total catch very small.

*Salmon* put in an appearance about June 10, with light catches taken to the 20th of the same month. From this date to July 10, reports were from fair to poor and for the remainder of the season the run of the salmon was comparatively light. It was reported on July 7, that salmon nets and traps were placed out of order by recent storms. The catch of salmon during the season is considered below the average.

*Lobsters* were taken out about May 1, from which date until the end of the month, the average catch was fair; after which the fishing gradually decreased to the close of the season. The catch this season was very small.

*Mackerel* fishery has been considered a complete failure at this station during the past season.

*Squid* struck in about July 1, and for the greater part of the season were reported in catches varying from good to fair.

*Dogfish* were reported in July on the 24th and for the remainder of the season, were on the coast in large quantities and a menace to successful fishing.



## SESSIONAL PAPER No. 22

PETIT-DE-GRAT, C.B.

*Reporter : Mr. Peter T. Fougere.*

*Alewives.*—It is becoming evident that this fish has left our coast, as in previous years, where a few were taken along with other kinds of fish such as mackerel and herring, none were caught during the season.

*Codfish.*—First appearance on this coast was on May 15, and to June 13 light fares were made, owing partly to the high and strong winds, with a scarcity of bait. On May 21, the boat fishermen secured sufficient herring for bait, and the schooner *Lady Laurier* and *Lillian Louise* in port seeking bait were enabled to obtain a quantity and proceeded to the Banks off Canso, where codfish were reported fair. Fair reports of cod were received in June on the 13th, 26th and 30th, but the weather was so very rough that the fishermen had little chance of fishing. Codfish fair on the coast on the 2nd and 7th, with windy weather, were the reports received in July, and the schooners *Pearl*, *Lena Jane*, *Lillian Jane* and *Lady Laurier*, in the bay on the 12th, reported poor fishing on Canso Bank, but plenty of dogfish. Bankers fishing out of this station were compelled to leave the neighbouring grounds and operate off Scatterie, where bait was obtainable, from which good fares were made, and returned to port again early in August. High winds and heavy tides, together with the troublesome dogfish, which were plentiful and very destructive, completely suspended fishing operations during the remainder of the season, in which it is estimated that the total catch will not average 50 per cent of that of 1901. It was reported by the trawlers that went out on Saturday, October 11, that dogfish had destroyed a portion of their trawls, and five sails are now in the harbour awaiting the disappearance of this troublesome visitor from the grounds. The weather to date is so very severe that vessels cannot go to the grounds twice a week, and should they succeed, dogfish prove a hindrance to the work.

*Haddock* first made their appearance on April 20, when a few were taken on trawls, and the net fishing was reported fair in May on the 5th and 7th; August 26 and 28, and fair again on October 3 and 4. Although the catch was about the same as that of last year, the quantity cured for foreign markets was not as large as in former years and the price obtained for haddock sold fresh in November was \$3 per cwt.

*Herring* were reported on the coast in May on the 12th, in fair quantities, but the first catch was made on the 24th, when enough were taken to supply the demand for bait. The catch was light after until June 28, when the schooner *Harold* of Lunenburg, made a stop of twelve barrels. The fishing was reported fair on June 30, and a light catch was made on July 1, which increased to fair the next day. On July 5, the American schooner, *Helena G. Wells*, under license, obtained a supply of herring and sailed for the Banks. The fares were very small during the month, and the schooner *Lady Laurier*, on August 2, from the Banks, reported good fishing, with bait plentiful. The report of August 16 was the poorest ever experienced in this locality by the fishermen, some of whom setting as many as sixteen nets, only reported one barrel of herring. The fish struck in abundance on September 11, but on the following day dogfish destroyed the nets that were set, as well as damaging very badly twelve nets belonging to the schooner *Lena Jane*, of Port Hood. Herring were scarce for the balance of the season, and it has been reported that the fish has taken another course. Very few herring were reported as having been taken in these waters this season and the average catch is about 80 per cent of last year's. Only three bankers obtained bait during the season, and the schooner *J.B.M.*, prosecuting the net fishing up the Gulf of St. Lawrence and off the Magdalen island coast did practically nothing in their fishery the whole season. The scarcity of herring on the shores caused the schooner *Vanguard* to abandon this branch and engage in the coasting trade.

*Lobsters* appeared at this station about the same as they did in 1901, on April 15, and the catches were light from this date to May 20, afterwards lobsters became scarce to the close of the season. The quantity packed was about the same as last season's but a small number of crates was shipped to the United States on account of the crustaceans being under the size limit for exportation. On June 28, it was reported that the last gale on the coast destroyed all the traps set, none of which were repaired



2-3 EDWARD VII., A. 1903

as the season was fast drawing to a close. One cannery at this point took advantage of the ten days extension granted to the fishermen by the government.

*Mackerel*.—This fish and alewives, are fast disappearing from this coast. About 300 mackerel were taken by one fishing vessel in June, and none were seen along the shores afterwards. In previous years, August and September were generally good months for mackerel fishing, but this year none were caught, and a lot of time was wasted by the fishermen, who had made preparations to capture this fish. The schooner *J.B.M.* is reported as having stopped fourteen barrels during the season.

*Pollock*.—Like other branches of the fishing industry, pollock also declined to about 70 per cent of the catch of last year.

*Salmon*.—This delicious member of the finny tribe is also on the decline, and will fall short of last season's catch by about 75 percent.

*Oil*.—About sixteen casks of oil, containing forty-four gallons, have been exported from this port during the past season, a decrease of six casks, or 264 gallons, in comparison with that of 1901.

*Dogfish* came on the coast in August, in good numbers, and in September, on the 12th, destroyed all the nets set for herring purposes, and also gear and twelve nets of the schooner *Lena Jane*. On the 20th of the same month, it was reported that there was no fish of any kind on the coast except dogfish, which has destroyed fishing gear to the extent of several thousands of dollars, and to the close of the season this pest was still hovering around the grounds and very destructive to the fisheries. This destructive fish, says Mr. Fougere, has wrought great damage to the fishing industry in this locality during the past season, and in October boatloads were being taken ashore and piled in heaps for fertilizing purposes.

*Squid*.—This fish struck the coast one evening in July, but in small quantities and the catches were very light until the month of October, when they appeared plentifully. The Fisherman's Bait Association, with the assistance of the Dominion government, has established a good bait freezer at this station, where at present about fifteen tons of squid bait is undergoing the process of freezing, and in the course of a few days the freezer will be full to the capacity of its burthen—twenty tons. There are ten small crafts sailing out of this harbour engaged prosecuting the winter fishery, and the erection of the above institution will be quite a boon to them, with brightest hopes for next season's labours. Our reporter is of the opinion that there is a fine field for enterprising men with small capital to locate in this locality in October and engage in the fresh fish industry, in which they would receive good interest on their investment.

The operation of smoking the finnan haddie tribe will commence shortly by two of our most enterprising merchants.

The fresh fish industry this winter promises to be a great success. There are fifteen large boats out of Petit-de-Grat, and a number of smaller ones from Cape Auger and here engaged. The stormy weather of the first of December somewhat interfered, but they are making it up these fine days. On the 2nd inst., the boat captained by and owned by Elias Landry, Petit-de-Grat, and which carries seven men, landed fifteen thousand pounds of haddock, for which they received \$225, netting each man clear \$25, a fifth going to the boat. The boat captained by James Kehoe, Arichat, landed to day (3rd) thirteen thousand pounds. All the other boats did well and have been doing well. Four fresh fish buyers are at present here, and there might be others, for there is room. This is only the second year for our fishermen to be engaged in winter fishing, and this is an industry capable of much development. A hundred boats could as well be engaged as fifteen. The government helped to build a freezer at Petit-de-Grat, and H. E. Duff & Co. have done much to foster this new industry for our fishermen. "Petit-de-Grat is the best winter fishing centre in Nova Scotia."—The *Morning Chronicle*, Jan. 3.

PORT HOOD, C.B.

Reporter: D. D. Tremains:

*Cod* first came on the coast this season early in May, and were taken in quantities varying from fair to poor until the approach of the dogfish, the third week in August,

## SESSIONAL PAPER No. 22

after which this fishery declined considerably, whilst the quantity of dogfish on the shores was largely augmented. All things being considered, the catch for the season was a medium one.

*Haddock* also appeared early in May and continued during the season in fair quantities until they gave place to the voracious dogfish the latter part of the season. The fish caught were of an excellent quality, and the catch is considered a good one.

*Hake* fishing commenced about June 17, in fair quantities. Although there was an occasional good catch, still the catches throughout the season for some unknown reason were not large, and the total catch is considered not up to the average.

*Herring* struck in along the coast in May, but not in the usual large quantities. The summer catch was similar to that of spring, a small one, but the herring taken were of good quantity. The catch for the remainder of the season was light.

*Lobster* fishing began in April with fair catches, which remained so, with an occasional falling off, until near the close of the season, when lobsters became small in size and the catches greatly diminishing, several of the factories ceased operations. The catch was about the same as last season, and is said to be a good one.

*Mackerel* appeared first on June 24 and 25 in fair quantities, after which, to July 31, when the fishing was reported the same, light fares were taken each day. Fair stops were made on August 1 and 2, and poor for the balance of the season. Total catch reported small, about same as 1901.

*Squid* were reported on the coast in fair quantities from July 22 to 26, August 23 to 30, and October 2 to 5. Those that struck in shore in July were much prized for bait as there was a scarcity of herring about this time, and mackerel were being utilized for bait purposes. In August, when squid appeared in the bay, dogfish were very destructive.

*Dogfish* struck in about the usual time this season, the last of August, in such numbers as to cause a speedy suspension of the fisheries both in the line and net branches, and this troublesome and destructive creature was still on the coast in undiminished quantities, and larger if anything, to the close of the season.

## ST. ANN'S (ENGLISHTOWN).

*Reporter : Mr. Thomas D. Morrison.*

*Cod* appeared on the coast this season, on May 2 and 3, in fair quantities and were taken afterwards in light catches to June 30, when the fishing became fair again. Bankers reported good fares on May 5, and in the month of July, on the 3rd and 9th, reports received indicated fair fishing. To the close of the season codfish were scarce.

*Haddock* were on the coast this season, in very light quantities.

*Herring* struck in along our shores early in April, in fair numbers and the combined catch from the first trap set on the 23rd, and the day following was sufficient to bait one vessel. Good stops of herring were made on May 1, and from now to the middle of the month, the catches varied from good to fair. None were reported afterwards. Quite a number of bankers baited at this station with this commodity during the season.

*Lobster* fishing commenced early for this locality, this season, but the fish were scarce, until the 8th and 9th, when fair results were obtained and again on the 29th fair catches were made. During the month of June on the 13th, 14th and 17th, the fishermen reported fair catches, with light ones after to the end of the season. The packers are reported as having done fairly well during the lobster season.

*Salmon*.—The first salmon for the season was taken on June 16. Throughout the year the runs were small and the catches were considered light.

*Pollock* were reported as schooling in abundance during the season, but very few were taken in trips or by the local fishermen.

*Squid* were first observed on our shores, when they were beaching on June 16, and on the 28th, traps reported quite a quantity. Squid were plenty on June 1 and to the 16th, were taken in catches varying from very good to poor, which enabled a few vessels to obtain their usual supply.



## CHETICAMP, C.B.

Reporter : Mr. Chas. E. Aucoin.

'I herewith respectfully beg to submit my detailed Annual Report on the fishing operations of the present year together with a synopsis of the catch of the different kinds of fish captured at each of the following stations :—Cheticamp proper, Cheticamp Island, Grand Etang, Cape Rouge and Pleasant Bay.

The fleet of registered boats for the above five stations numbers twenty-two. Deeming it somewhat of importance, I will here have the fleet with tonnage listed :—

	Tons.		Tons.
Mary.....	10	Majestic.....	11
Virgin.....	10	Marie Joseph.....	11
Elizabeth Ann.....	10	Louise.....	11
Flying Star.....	10	Lucy.....	11
Florence.....	10	Mary Lambery.....	11
Laura.....	10	O. L. B. m.....	12
Marie.....	10	St. Helier.....	12
Catherine.....	10	Lillie.....	12
Willie B.....	10	Emma Brow.....	17
Mizpah.....	10	Claribel.....	19
Campania.....	11	May Flower.....	20

The majority of these boats are without decks, but they are, however, solidly built and are very capacious. One's heart would thrill at the sight of a ten ton burden triumphantly cresting the foaming angry billows of the dark blue ocean. I may say that the general equipment of these boats was not of a very bad order, and I noticed an unusually thorough overhauling and repair this spring, especially in painting, and in the process of 'flamber' as the French saying goes, with tar and lighted bark. Ice broke and loosened off the shore quite early which gave evidence of an early opening of navigation. Not a speck of ice was to be seen after April 1. But generally in the onward march of things, there is always a force ready to counterbalance a good effect, and that was the unusually cold spring which greatly retarded the preliminary success of the fisherman. The month of April was largely characterized by constant breezes with a heavy and foggy atmosphere and a biting blast which is peculiar to North-east wind. Yet, with all the seeming natural disadvantages lying in the path of the daring fisherman, three boats the *May Flower* the *Mary Lambert* and the *Claribel* cleared from this port for the Magdalen Islands to avail themselves of the early strike of herring around those shores. After seven or eight days, they returned with an average cargo of one hundred and fifty barrels each, a nicely accounted haul.

The greatest bulk of these cargoes was stored in the bait refrigerators for future use. I can say that the Magdalen Island herring had a special quality this year that I never saw before, being a thick, fat and well rounded herring. This sort of spring herring stands in striking contrast with the one usually entering the bay here about May 1. The latter was of a poor quality and caught in very small quantities. Another variety of herring appeared off this shore in the first part of June. This was a fat heavy herring—the cream of the different species,—an exquisite flavour, but I regret to say that it was not made the dish of food, but served wholly for bait purposes. Nets were set about June 15, and during the remainder of the month, hauls ranging from three to nine hundred were made. This herring was still on our shores at the end of July. A fourth variety is the fall herring, which generally enters the bays and harbours in the latter part of November.

Although very small, it is nevertheless a substantial herring, and a very valuable article of food. Our fishermen usually provide themselves with a fair supply of it for winter use. I will now divert my attention to the staple fishes which play a more important part in the fisherman's career.



## SESSIONAL PAPER No. 22

For a number of years, Cod for some unaccountable reasons has been gradually receding from our shores into deep water, until now it is seeking grounds which lie some fifteen or twenty miles off land. Hake and haddock have also apparently abandoned their favourite resort. This renders the fisherman's vocation a very arduous one, involving, as it does, a great risk to both life and property. Where boats could once drop anchor on excellent grounds a hundred yards from shore, they now have to sail almost half a day in order to reach a line about mid-way between the Magdalen Islands and the mainland where nothing but sky and water meet the gaze of the courageous fisherman. There, in the recesses of the deep, lies the undisturbed home of the cod waiting for the appetizing bait to reach the bottom. Often after two or three hours diligent toil, a boat may return with a handsome day's earning. When occasionally a dead calm sets in, these boats are forced to remain on the fishing grounds over night as it would be an utter impossibility to depend upon the oars in rowing a distance which takes on an average eight hours sailing with a gentle breeze. In this connection, it is a noteworthy fact that fish remaining in bulk in a boat's hold for twenty-four hours before being landed, loses much of its freshness and firmness, and therefore becomes soft and flabby, a pitiable condition incurring a serious loss to the buyer, as this kind of cod cannot possess the requisite qualities when cured that it otherwise would. Cod was considered poor in quantity in the early part of the season and alternating throughout to good and bad. It probably reached its maximum figure on July 9, when the schooner *St. Helier* owned by Chas. Robin, Collas & Co., secured a haul of two thousand, eight hundred and forty-six pounds. On September 18, the same boat fetched another haul of two thousand, four hundred and sixty-seven pounds. Hake and haddock, were quite unsteady throughout the season and much given to frequent fluctuations. In quality, 'poor' hake and 'fine' haddock was the predominant feature. I may also add that the schooner *May Flower* arrived here on August 2 after a trip of about twenty days in deep waters with a hundred quintals of fish containing a large percentage of hake and haddock. Special mention must be made of the bait-freezer at Eastern Harbour which had specific connection with the fishing industry and whose important advantages cannot be overestimated. Fishermen are coming more than ever in contact with it and fully recognize its ever increasing benefits.

I visited the building in the spring and went through all the different compartments. I found everything in good working order, and that the ice kept very well. Squid, which arrived about June 21—a remarkably early date—was highly welcomed by the fishermen, and in four days they stored eleven hundred pounds of it in the freezer. It is a well demonstrated fact that cod and haddock show a fondness for frozen squid which is largely preferable to the freshly caught one, supposedly from some peculiar flavour imparted by the ice. This is hardly to be believed. Lobster also seemed to follow this inclination as the traps baited with frozen herring yielded much better than those with fresh cod offal as an allurement. With these actual results in view, the fishermen cannot but appreciate the numerous benefits which are largely profitable to them. The only force which baffled the lobster trapper against making a successful year was the heavy north-easterly gales, which raged in the latter part of May and in the beginning of June, and in which heavy damages were sustained chiefly on the third, fifth and seventh of June. When the storms had abated, the sea was literally strewn with wreckage. Many of the trappers had to build traps anew which with their general gearing, necessitated not a trifling expense. As to the manner in which the lobster industry was conducted throughout the season, it is quite probable that at the close, these trappers were left unburdened. With all the natural forces impeding the successful capture of fish, the fishermen had one great satisfaction devolving upon the ever present store of bait at hand. Whenever the supply could not be got at sea, they had recourse to the freezer where a full quantity always awaited them. August 20 brought the ravenous dogfish on the coast—the most destructive enemy of the fishery kingdom. It would be useless to dwell at some great length on the subject, and I will confine myself to saying this:—'If the Canadian Government does not amply provide for its early annihilation, our Canadian fisheries are doomed to suffer tremendously.' Meanwhile, it may not be amiss to state that the Americans have devised a way to clear them off their vessels whenever bothered. They capture four or five of them and apply

certain apparatus on their bodies arranged in a mechanical sort of way and let them go into the water again. These prisoners terrified at the manner in which they are fixed, struggle fiercely in endeavouring to free themselves—lashing the water angrily and causing disorder and terror among the shoal. In less time than it takes to write this, an American vessel is entirely cleared of dogfish for miles around.

Owing to the enforcement of government restrictions as to the setting of nets in Little River, little was done in the salmon fishery at that place. The overseer and his staff of guardians acquitted themselves with special vigilance, and the industry was well protected. A few professional anglers, however, skirted up and down the banks of the river in the latter part of the season. Those netters who were well provided secured fair catches at sea. I notice that salmon of late years has fairly enhanced in quality and weighs well. As in the case of herring, there are at least two separate and distinct species. So far as I am aware, poachers were quite unknown this year. By the estimate given in this report, you will see that the mackerel fishery is practically extinct. It was once abundant upon our shores, and was a well paying industry. No real cause is assigned for its abandonment except the general belief that the use of American seines together with the arrival of dogfish upon the shore have been largely instrumental in scaring off the fish, and causing it to abandon the inshore waters of the gulf. I will remark here that one horse-mackerel was captured at L'Etang de la Ferme. It gave two men all the sport they wanted. After the prize was taken they disputed as to who was the real captor. Finally comes the smelt fishery. Smelts have again suffered a general disturbance when the spawn season has arrived, but not quite so bad as in the former years. The powerful fecundity of this fish, I believe, largely compensates for the yearly destruction of both fish and eggs, as I notice that the quantity going up Plateau river each succeeding spring apparently excels that of the previous year. I may say here that the superabundance of last spring was unprecedented. It seems strange to note how slow are the local people in recognizing the large profits to be obtained in the smelt industry. Of all the maritime provinces that of New Brunswick ranks first in the exportation of smelts to the United States markets, and thousands of dollars are annually made. I must admit that Cape Breton Island is behind time in this respect. The extensive and largely profitable trade in cod sounds in many parts of our Dominion is totally ignored by our fishermen from the fact that none of them are saved but serve wholly as a fertilizer. These sound enter largely in the manufacture of glue and are also a wholesome article of diet. The fastidious gentleman would hardly refrain from becoming a glutton on smelling the hot steam from such a palatable stew. I shall now give in tabulated form an approximation of the total catch of fish at the different stations named :—

CHETICAMP PROPER.

Codfish . . . . .	6,100 qtls.	Herring . . . . .	400 bbls.
Hake . . . . .	142 "	Lobsters . . . . .	627½ cases.
Haddock . . . . .	260 "	Salmon . . . . .	4,500 lbs.
Pollock . . . . .	35 "	Cod oil . . . . .	2,300 galls.

CHETICAMP ISLAND.

Cod, hake and haddock . .	800 qtls.	Lobsters . . . . .	118½ cases.
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CAPE ROUGE.

Cod, hake and haddock . .	100 qtls.	Lobsters . . . . .	190½ cases.
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GRAND ETANG.

Cod . . . . .	1,410 qtls.	Salmon . . . . .	8,000 lbs.
Haddock . . . . .	111 "	Mackerel . . . . .	600 "
Hake . . . . .	21 "	Herring . . . . .	325 bbls.
Pollock . . . . .	38 "	Lobsters . . . . .	300 cases.
Cod oil . . . . .	1,000 galls.	Dogfish oil . . . . .	400 galls.



## SESSIONAL PAPER No. 22

## PLEASANT BAY.

Cod.....	110 qtls.	Herring. ....	2 bbls.
Hake.....	15 "	Mackerel .....	40 "
Haddock .....	15 "		

The above figures in cod, hake and haddock represent the quantity received by the different merchants. About three hundred quintals of same were shipped by fishermen to local markets.

## DIGBY, N.S.

*Reporter : Mr. J. M. Viets.*

This season has been a very trying one for the fishermen in this locality. The spring and fall were very stormy and vessels were unable to visit the grounds as frequently as desired. However, the fish dealers seemed to have held their own well and did not complain to any extent.

*Cod* appeared on May 2, in fair quantities, and remained so until the 22nd, when stormy weather was reported. Fair catches were made in June on the 2nd and 3rd, and poor after to the 11th. From now until the 25th, the fare of cod varied from fair to poor, as the troublesome dogfish were on the coast. The fishing was again retarded by inclement weather to July 2, from which date to the 16th, when dogfish was reported interfering, the fishery varied from good to fair. Light but regular catches were reported daily during August, and for the remainder of the season when the weather permitted. Season's catch estimated at 616,000 pounds.

*Haddock*.—Small fares of haddock were taken in May to the 19th, when the first fair report was received, and again in June on the 11th, 14th and 16th. The July catch varied from fair to poor, and that of August was light. From September 13 to October 15, the fishing was on an average fair. Total catch for the season was about 681,000 pounds.

*Hake*.—Fair reports of this fishery were received in May from the 5th to 8th, and again on the 19th and 22nd. The June catch was small to the 23rd and 25th, when fair catches were made, and from good to fair hake fishing was reported in July. Hake plentiful was reported each day in August, which continued the same to September 18, when from fair to poor reports were received to the close of the month. The October fishing was fair daily to the 15th. 2,200,000 pounds of hake were taken during the season.

*Halibut*.—The only report of halibut received was on May 21, when the fishing was fair. About 8,000 pounds were caught this season.

*Herring* were not reported this season, but about fifty barrels were stopped at this station.

*Lobsters* were on an average fair from May 2 to 22, when bad weather suspended operations to June 2, with fair catches being made. The lobster fishery was reported in a good condition from the 11th to 25th of same month. It is stated that 'lobsters came in this season better than expected, but each recurring season demonstrates that more men and gear are employed and more ground gone over to keep up the supply, than in each preceding season,'—the result to this delicious crustacean can be easily imagined. The total catch is estimated at 1,000 barrels.

*Mackerel*.—The catch of mackerel at this station and district this season was a complete failure.

*Squid* were reported fair in September on the 13th and 25th.

*Ice* was in good supply in this district throughout the season.



2-3 EDWARD VII., A. 1903

## RETURN showing catch of Fish in Digby district for 1902.

DISTRICT.	Cod. Lbs.	Hake. Lbs.	Haddock. Lbs.	Lobsters Brls.	Pollock. Lbs.	Halibut Lbs.	Herring Brls.	Squid. Lbs.
Digby .....	616,000	2,200,000	681,000	1,000	19,000	8,000	50	Nil.
Sandy Cove....	64,000	900,000	850,000	1,000	28,000			
Tiverton .....	1,821,000	3,686,000	875,000	1,000	1,084,000	20,000	1,700	
Freeport .....	1,457,000	394,407	403,632	980	749,244			
Westport. ....	615,000	256,000	341,000	693	1,960,000	47,000	370	10,000
Totals .....								

## PRINCE EDWARD ISLAND.

## ALBERTON.

*Reporter : Mr. David Montgomery.*

*Codfish* of an unprecedented large size were reported on trawls early in May about the 3rd and during the balance of the month and in June large quantities of cod were taken at this station and other portions of the district such as Waterford, North Cape, Tignish and Kildare. About the middle of June, cod moved off shore, and mackerel having made its appearance the codfishing was partly abandoned. During the remainder of the year, cod were taken at intermittent seasons and some good catches were made, particularly so in September, when very large quantities were on the coast.

*Haddock* were very scarce during the season and very few were reported as having been taken.

*Hake* were reported in good quantities from August 1 to remainder of the season. The catch will show small this season as the fishing was not prosecuted to any extent.

*Herring* struck in at this district early in April and during the latter part of the month, and in May large quantities were taken over the whole district,—in fact throughout the season herring were in greater abundance and much larger catches were taken in the Alberton district than in any previous season.

*Lobsters*.—The first part of the season lobsters gave every promise of large catches but about May 20, gales and stormy weather caused a complete cessation of the fishery, and to June 20, the only favourable days were May 27, June 2, 11 and 20, when fair catches were made. It was reported on the 24th of latter month, that many of the traps and gear were badly damaged by gales of recent date. Weather permitting to close of the season, a few fair hauls were made and the catch this season was much larger than for many years past, and only for above mentioned cause the total catch would have been very large.

*Mackerel* struck in along the coast much earlier than usual and at first promised a recurrence of the old time catch, but our reporter in referring to the fishery says :—When you think you have them (mackerel) they are not there. In the month of May on the 30th, at Tignish, 1,500 mackerel were taken in traps and a few were in nets on June 2. Light fares were reported on the 11th, 12th and 13th, fair on the 26th, and good on June 30. The July catch varied from very good to poor and on the 26th mackerel were reported hooking freely in this district. The fishery in August was fair from the 9th to 15th, and light from 26th to end of the month. Fair reports were received on September 2 and 3, and later in the month, and to the middle of October, good catches of fine large fat mackerel were taken at Tignish, North Cape, Waterford and Nail Pond. Only a few of the fishermen benefited by mackerel being on the coast as the majority of the boats were laid up for the season. However, the take is con-

## SESSONAL PAPER No. 22

sidered better than for some years past and those who followed up the fishery did fairly well.

*Trout* were taken in fair quantities during the entire season and bait was reported more plentiful than formerly.

## BLOOMFIELD OR MIMINEGASH, P.E.I.

*Reporter: Mr. Edmund D. Kelly.*

*Cod* appeared on the coast about May 8 plentiful, and good catches were reported to the 19th, after which there was a falling off in the catch and fair hauls were made to June 7, continuing the same until the 25th, when boats were averaging about 40 cod. The fishing was very dull in July and August, but on September 16 a general improvement was noticed, and fair fishing was reported from this date to the 26th, and again in October on the 8th and 13th.

*Hake* fishing commenced about July 1, with boats reporting from 15 to 40 fish each; afterwards hake became scarce until fair fishing was reported from August 28 to September 16, when from 30 to 70 and 80 hake were taken per boat. To September 25 some very good hauls of hake were made, and to the close of the season the fishery was fair.

*Herring.*—The herring fishery opened up this season with fair catches from April 20 to May 10. Then there was a scarcity of herring until the middle of July, when a few were taken. Herring struck in along the coast again on September 3, and fair quantities were reported almost daily to the 26th of the same month.

*Lobsters.*—Operations in the lobster industry began on or about May 1, with fair prospects until the 8th, when a severe storm badly wrecked a quantity of fishing gear. There were no catches of any account taken until about the 20th, when the fishery was fair to June 7, with boats averaging from 100 to 300 lobsters. The catch was poor afterwards to the end of the season.

*Mackerel* were first taken this season in fair catches from June 5 to 14, with boats reporting from 50 to 200 mackerel. Some very good catches have been recorded, notably that of one craft on Saturday June 14. The vessel, which is a very large one and fully equipped with a quantity of gear suitable for this fishery, landed 4,000 mackerel at Miminegash, the result of one night's fishing. The smaller craft, with four nets, reported 500 fish. Mackerel commenced hooking about July 7, in small catches, and only from 30 to 50 fish were taken. Very few mackerel were reported during the remainder of the season, excepting from September, 15 to 20, when from 25 to 50 mackerel were taken some days. A few mackerel were used for bait on trawls and during the season bait and frozen squid were in good supply at this station.

## MALPEQUE, P. E. I.

*Reporter: Mr. Jas. M. McNutt.*

*Cod.*—The first catch of cod was taken at this station about May 8, which was 10 days earlier than last season. The catch the first of the season was fairly good, but owing to stormy weather after August 15 the fares were not as large as at the opening of the season.

*Herring* struck in about April 20, and good stops were made to the latter part of the month. From May 1 to 15 herring were taken in catches varying from good on the 3rd and 4th, to fair on the 5th, 7th and 15th. The total catch was small.

*Lobster* fishing began about five days in advance of last season, the fish being taken first on May 8, in fair quantities. During this month good catches were reported, which continued to June 15, but after this date, owing to heavy winds and gales, a large portion of the traps, gear, &c., were very much destroyed, thereby causing the operations of this important industry to be almost entirely suspended. Total pack is considered not nearly as good as last season.

*Mackerel* were a failure at this station this season. None were taken.



GEORGETOWN, P. E. I.

*Reporter : Mr. Charles Owen.*

*Alewives.*—It was reported on June 14 that two bankers in port secured sixty barrels of gaspereaux for bait purposes, which were forwarded by rail from Mount Stewart. A considerable quantity of this fish were netted at Tracadie, on the north side of the island.

*Codfish* made their appearance very early in the season and were reported on or about April 15 in fair catches to the end of the month. The codfishing was poor to May 10, and on the 3rd it was reported that eleven bankers procured bait here to date, and a large fleet sailed from this port with Magdalen islands as their destination, where herring were said to be very plentiful. From the 12th to the 20th the codfishery varied from good to fair on trawls, but owing to unfavourable weather the last of May cod were scarce. A continuation of bad weather the early part of June prevented fishermen from attending the fishery, although cod and haddock were reported plentiful. Codfish were plenty inshore on the 14th, and some boats had fair hauls with handlines. Off Panmure Island and Grand River on the 23rd fair fishing was reported, and on the 28th the fishing was the same in the vicinity of Cape Sharpe and Panmure Island. In July, from the 4th to 9th, codfish were fair and scarce until they appeared plentiful offshore on the 14th and 15th. Dogfish came on the coast in August and were very destructive to bait and fish on trawls. Large quantities of codfish were off Rustico and north shore of the island on the 27th, and good catches were taken, and several vessels belonging to the westward of Halifax sailed for home with their fares. September 1 good numbers of cod were on banks off Souris, and on the 8th a similar condition prevailed on the north side and East Point, with good hauls being made when the weather permitted. The schooner *Milo*, of Lunenburg, arrived in having 1,200 quintals and reported good codfishing off Bonaventure, but was obliged to leave the ground owing to stormy weather. The captain set trawls off Miminegash and found fish plentiful. It is reported that cod were abundant on banks from August to November 30, and the average catch per boat for the season is said to be 200 quintals of cod, haddock and hake.

*Hake* were reported on July 21 plentiful with bait scarce, and light catches were taken the remainder of the season to September and October, when some good fares were reported at Fisherman's bank.

*Haddock.*—Light catches of haddock were reported May 17, which continued until June 7 and 14, when the fishery was said to be good inshore with boats doing fairly well with hand lines. On July 7 cod and haddock were reported plentiful, but there were no boats from this station especially engaged in the fisheries any distance off shore. The catch was small for the balance of the season.

*Herring* struck in at Cardigan bay about April 7 and fair catches netted from one-half to one and a half barrels to the 26th of the month, when the fish moved off and the fishery became poor. An occasional catch was taken in May, and on the 5th herring bait by fishermen's net was reported at Panmure island. Light fares were taken in June, which were utilized for bait, and on the 27th the fishery was fair with nets averaging about 100 fat herring at Panmure island. Fair stops of herring were made on July 4 and 5, with some nets reporting one-half barrel each, and on the banks the netting was fair between the 1st and 7th. For the remainder of July the catch was light, and from August 1 to 15 fair catches were reported at Pictou island and Burnt point. Several vessels operating in the same locality where herring were in abundance, about two weeks later made fair stops and on the 22nd one-half barrel per net was taken off Panmure island. It is reported that 400 barrels of herring were netted off Pictou Island in August. The first week in September was so stormy that several schooners engaged in the herring fishery at Pictou island were compelled to seek shelter early in the week, and those that returned to the Island after the storm abated reported on the 20th that herring were in fair quantities, but owing to the presence of dogfish, the fishing will be discontinued as this voracious creature had completely stripped the trawl hooks of bait. During October and November herring of medium size were plentiful in the bays and rivers, with nets reporting as many as four barrels each. The estimated catch for the season is about 5,000 barrels.



## SESSIONAL PAPER No. 22

*Lobsters* were reported varying from good to fair on April 26, with the catch averaging four pounds per trap, and on May 10 it was reported that the daily catch was from 400 to 600 pounds per boat. To June 15 good quantities were taken, but the fishing was poor afterwards for the balance of the month, and from July 14 to end of the season the fishery showed a marked improvement. The number of lobster boats attached to the several factories located between Launching bay and Cape Sharpe number about 120, and the season's output of these canneries is estimated at 5,000 cases.

*Mackerel*.—The catch for this season is considered nil. Several schools were observed in July off Panmure island, but no quantity was secured. On the 21st of same month mackerel fishing was reported good at Kelly's Cove and off East Point. A few were occasionally netted with herring and disposed of fresh for bait. It is said there has not been a barrel salted this season, the reason given is that the constant moving of lobster gear, traps, &c., in this vicinity prevents mackerel from coming into the bays and inlets.

*Squid*.—Large quantities of squid were taken on July 25 and August 6, and on September 1 squid were reported plentiful on the banks off Souris.

*Dogfish* were again in evidence this year, and during the latter part of the season several branches of the industry were discontinued owing to their large numbers on the coast, which were very destructive to bait on trawls.

## NEW BRUNSWICK.

## CARAQUET, N.B.

*Reporter : Mrs. E. M. C. Blanchard.*

*Cod* appeared on the coast on May 9 in fair quantities and it was reported that nothing was done in this line since this date owing to heavy gales, which damaged many of the fishing boats. Bankers arriving on the 13th reported an average catch of twelve quintals, and on the 24th codfish were very plentiful. Bait inshore was in good supply during June and July and the catches were correspondingly good, with codfishing varying from very good to fair during August and September. Several bankers, on September 15th, arrived in port, after being on the fishing grounds for two weeks, reported for sixty quintals, and in October good fishing was reported on the 4th, which improved to very good four days later. Our reporter says: "The codfishery opened out very good and continued satisfactory part of the season, but bait being scarce on the banks in July and August, the catches were about the same at last year." Some boats averaged from 550 to 600 quintals the past season, and it was reported on November 15 that during the past week, though late in the fall, boats were out codfishing and caught a few quintals of very large fish.

*Herring* were very abundant this season in May, and the first catches were reported in April, a few days earlier than last season. The fall run of herring was very poor and is considered less than that for the past two years.

*Lobsters*.—Good catches of lobsters were reported the first week in May, which increased to very good on the 8th and 9th. In June lobsters were very plentiful on the 4th, and fair on the 12th and 28th. The fishery is considered good the past season in this vicinity and catches better than last year, though the heavy storms during the season caused great damage to the traps and prevented fishing at the time.

*Mackerel* were reported plentiful on August 4 and fair September 9.

*Salmon* were very scarce at this station this season and were only reported when salmon were taken in light catches on July 5.

*Squid* were reported very plentiful July 19 to 20, and plentiful on September 29.

*Clams* were plentiful during the season and were used for bait.

## GRAND MANAN, N.B.

*Reporter : Mr. Charles Dixon.*

*Codfish* appeared on the coast in very large quantities in May, and notwithstanding the weather conditions were very much against fishing operations, during the week of the 5th, very good catches were made on the bulk-head on the 7th, which continued to the 17th, with vessels averaging from 15 to 30 quintals. Bad weather was again on the coast the latter part of this month, excepting Saturday, the 24th, when fishermen operating on the bulk-head made a catch of four quintals per vessel. High tides were the cause of light fares the first part of June, but good hauls were reported the second week and fairly good fares for the balance of the month. The catch of cod on the bulk head on July 5 was about 25 quintals per vessel, which showed an improvement the following week, with crafts averaging from 40 to 60 quintals, the fares of which were partly mixed with pollock. The codfishery continued very good until fair reports were received on the 26th, and the same was reported to the middle of August, after which line fishing was very dull in this branch for the balance of the season, which is 200 quintals in advance of the previous year's catch, the total catch aggregating 1,000 quintals for 1902. About 100 casks of cod oil were put up during the season.

*Hake* were first reported striking in when in fair quantities at North Channel on June 6, and boats were getting from two to three quintals per day, with from four to eight quintals being taken on the 14th. Fair fishing was reported at Swallow tail from the 17th to 21st, inclusive, and at North Channel on the 24th, very large quantities were reported. Towards the latter part of the month boats reported for five quintals. In July the fishing was fair the first week, and on the 12th, in the North Channel crafts containing two men averaged per day six quintals. A few light fares of hake were reported on the 23rd and 24th in the channel and off Swallow-tail, and the fishing was poor after to the 31st. Hake were scarce in August, excepting on the 21st and 22nd, when catches were made in the channel. Fair hauls were reported at Swallow-tail on the 25th and fair again in North Channel on the 27th and 29th. Total catch for this season was 2,000 quintals, which is 700 quintals more than that taken in 1901 and 2,100 pounds of hake sounds were cured for market.

*Haddock* were reported on the shores on June 14, but not very plentiful, and during the week of the 9th, boats were averaging daily from four to eight quintals of hake and haddock in North Channel. On the 28th it was reported that boats were getting five quintals of mixed fish, hake and haddock, with the catches small for the balance of the season. About 700 quintals of haddock were taken this season.

*Halibut*.—It was reported on May 17, that halibut had been very plentiful and one boat caught 500 pounds in a days fishing. Fair fishing was reported on the Bulkhead on the 23rd and 24th, and in June on the 14th, a report stated that a fare of 14 halibut was made by one vessel during the week, with fair accounts from the Bulkhead to the end of June. The first week in July, one craft had 500 lbs., and the following week two small boats operating on the bulkhead landed each 400 pounds. Light fares were taken after to August 5, when the fishing was fair at South-head reef. From Flagg's cove on the 15th of same month came a similar report, after which the halibut fishery became poor for the remainder of the season.

*Lobsters* were first reported very plentiful and fair at Seal Cove in May on the 10th and 12th respectively. Fair fishing was reported at Grand harbour on the 13th and and very good at Big Duck island on the 15th. On the 17th it was reported that the fishing had been a very good catch at Big Duck island but was getting poorer at Seal cove and Grand harbour. The pack of lobsters this season was 90 tons or cased in tins would represent 2,000 cases, the output of The Burnham, Morrill Co., of Portland, Me., and Ingersoll Bros., of Grand Manan, 6,000 cwt. of fresh lobsters were exported to the United States.

*Herring* were first reported as having been caught at Dark harbour on May 7. Good quantities were in the same locality on the 10th, and on the weirs on the 12th. Large numbers were taken. A good supply of bait was reported at Dark harbour on the 31st, and a few stops were made at the same point and at Campobello island the



## SESSIONAL PAPER No. 22

first part of June. The fishing declined somewhat rapidly after and became so very poor that vessels were compelled to visit Campobello island and various sections of Nova Scotia, to obtain bait to follow up the fishing industry. Small herring were reported at Quoddy on June 21, and in the weirs at Campbell's island on June 28, with a great scarcity of herring for bait all around the islands. Good netting was reported on the soundings the week of July, some vessels reporting as high as 25 barrels per day. In the weirs at Seal cove, Grand Harbour and Long Island very good catches of large herring were made on the 26th, and on the same day net fishermen were reported doing very well in their line at Swallow tail and Whale cove. The report of August 2 was to the effect that those who attended this fishery netted a good many herring at Whale cove and Swallow-tail and the weirs at Grand Harbour, Seal Cove and Long Island Bay were quite full. Very good herring fishing was reported on the 9th, at all portions of the islands both in nets and weirs and the incoming week had herring in weirs at Big Duck island and good net fishing at South-Head. There was no netting reported the latter part of August but the herring caught was taken in the weirs at Big Duck island. The catches were light after and it was reported on September 10, that herring have been keeping away from Grand Manan waters as at this time last year our weirs had been doing well, where they are not taking any fish yet. The weirs at Long island and off Woodward's cove and above Cow passage and Cheney's passage are doing well now, but at Grand harbour, Two islands and Seal cove, below these passages, the weirs are not taking any herring at all; none in nets either lately. On September 24, the line fishing was reported very dull the past few days; the fishermen all netting herring. Very good netting of herring was reported this week in Long Island bay and the weirs at Seal cove. Stops were made also at Grand harbour. This season about 8,000 half-barrels of pickled herring were put up at this station and 10,000 barrels, or 50 per cent of last year's catch of fresh fish were exported to United States. 1,500,000 boxes of herring of medium size were smoked, and about 3,000 boxes of smoked kippered herring were packed similarly to smoked herring. The kippered herring factory at the Station canned 4,000 cases during the past season.

*Pollock* were reported plentiful on the ribs on May 10, and during June a few light fares were made. On July 12 it was reported that vessels fares were composed partly of cod and pollock. Good catches of pollock were taken on the 19th in the vicinity of the Bulkhead and the following week saw the pollock fishery extra good, with the catch in August a good average. Season's catch about 6,000 qtls. which is 2,000 qtls. more than last year.

*Dogfish* appeared on the coast in July and remained throughout the season, in very large quantities.

## SHIPPEGAN, N. B.

*Reporter: Miss Marie Landry.*

*Cod.*—From the receipt of the first report on May, 10, when a catch of 200 cod was made, until June 27, codfish were on the coast in very large numbers and some excellent hauls were taken. On the 20th it was reported by the few craft that attended the fishery and did very well, that from the appearance of cod on the shores, the prospects were good for the summer's fishing. The following week some boats arrived with 'flags flying' (which betokens a very successful trip), with a fare of 4,000 cod and others from 2,000 to 3,000. Boats reported on June 3 that the last week's fishing stocked from 1,000 to 1,500 cod. The July fishing varied from good to fair, with catches on the average, and during the month of August some good fares were taken. The 23rd, the codfishery was said to have been good in the neighbourhood and some schooners secured over 3,000 fish, with the fishing boats averaging from 600 to 1,500 cod, and very few vessels returned without their 'flags up.' To the 15th, the codfishing was reported very good, after which stormy weather prevented successful operations. Although this fishery has been fairly successful, the average, together with the haddock fishery, is a little below that of last year, the catch being estimated at 12,000 quintals of cod and haddock.



*Halibut* were reported in light catches during the month of August, and on the 19th it was reported that about fifty were taken the past week, one of which was over seven feet in length and weighed 300 pounds. Those taken during the season were shipped in ice by rail.

*Herring* were reported in very large quantities on May 1 and 2, when about 350 barrels were stopped, and on the 5th and 7th, when herring were plentiful, 160 barrels were taken. It was reported on the 10th that 100 barrels were the result of three day's fishing. Very little was done after until July 21, when about fifty barrels were taken for the week. One hundred barrels were reported on August 11, and on the 18th, 250 barrels were the catch, with 200 barrels on the 25th. The fishery was very good in September and to the 15th; several schooners on the grounds for the past two weeks reported for 100 barrels, others from fifteen to forty barrels. Total catch about 20,000 barrels.

*Lobsters* opened this year with good prospects, as they were reported very plentiful during the month of May and some excellent catches were made. The daily fares varied from 5,000 lobsters to 40,000, from the 1st to the 11th, and from the 19th to the end of the month, from 4,000 to 5,000 and over. The June fishery was reported fair on the 19th and good on the 25th and 26th, with lobster boats averaging 400, and on the latter dates from 300 to 800 fish, owing to rough weather. To the close of the season the catch was on the average fair, and boats had from 200 to 800 lobsters. There were about twenty-four factories in operation along the Shippegan and Miscou coast the past season, and the total pack, which was a very good one, is estimated at 10,000 cases.

*Mackerel* first appeared on the coast in August, and on the 18th it was reported that mackerel were very good outside, but the inshore fishery was poor. About 150 mackerel were caught the past week and as far as reported after, the catches were light. The mackerel fishing, although considered not very good, is better than last season by 140 barrels, as 200 barrels was the total catch for the season, which was shipped fresh by rail and found a ready market in the United States.

*Salmon*.—Good salmon fishing was reported from May 10 to 28 and in June from the 19th to the 26th, with fair fishing in July on the 12th. The fishery has been considered fairly good and during the season about 1,200 salmon were taken, which were exported frozen by rail to the United States.

*Smelts* made a good appearance this season.

*Clams* were in very good supply throughout this season and were very much in evidence as bait this year. Many of the families at this point made a profitable business in this industry during the season, as clams were used quite extensively for bait throughout the season.

## PROVINCE OF QUEBEC.

### • GRAND RIVER, QUE.

*Reporter* : Mrs. John Carbery.

*Caplin* appeared about May 20, but the fish were reported scarce, and the run only lasted to June 15.

*Cod* were reported plentiful in May, both inshore and on the banks. The first catch, on May 5, was fair, and the fishing was the same as on the 12th. Codfish appeared plentiful on the 16th, 17th and 19th, and the following four days very good hauls of cod were made. On the 31st one arrival from the banks reported for 25 drafts, and the fishery in June varied from good to poor, with the July catch somewhat better, from very good to scarce. After August 16, the catch of which was on an average good, rough weather set in and very little was done in this industry for the remainder of the season. Although dogfish were on the coast in troublesome numbers this season, they did not appear in such 'swarms' as in past years.

*Herring* were first taken on the coast in fair quantities for one month, from April 15 to May 15. The fishery varied from good to fair from the 19th to 23rd, after which

## SESSIONAL PAPER No. 22

herring were scarce until fair reports were received on June 7. From good to fair stops of herring were made in July and to October 1, when the fish were reported striking in again; an occasional catch was taken.

*Lobsters* came in along the shore early in April and were taken in fair quantities for about six weeks, afterwards operations were almost suspended, owing partly to stress of weather.

*Mackerel* have again become very scarce at this station, and no reports were received of any mackerel being caught during the season.

*Salmon*.—The salmon fishery this season has been considered poor, attributed to bad weather, which damaged the nets considerably. The run of salmon during the season was small.

*Squid* appeared in July, but were scarce after until they reappeared late in the fall, at a period of the year that they could have been easily dispensed with, the season for their use being nearly over.

## L'ANSE AUX GASCONS, QUE.

Reporter : Mrs. A. E. Brotherton.

*Caplin*.—Fair catches of caplin were made each day from June 12 to 14, but the catch for the season is considered a poor one.

*Cod*.—Light quantities of codfish were taken the first four days of May, until the fishing had improved to very good on the 5th, and good on the 6th. Fair hauls were made to the 14th, when cod appeared plentiful, and to the end of the month the catches varied from very good to fair. In June and July the fishing was reported from good to fair, and in August and September rough weather as well as a scarcity of bait have been a great hindrance to successful fishing. Although dogfish were troublesome in October, codfish were taken in catches to the 13th, varying from good to fair. The codfishery was considered very good at the beginning of the season, and all those engaged in this industry were perfectly satisfied with their season's work, there being about 9,000 quintals of codfish taken during the season, which is 1,000 quintals in advance of that of last year. Nearly the whole season's catch was shipped by vessels to the Halifax market.

*Herring* appeared on the coast in good numbers in May, on the 1st, 3rd and 5th, and to the 26th of the month from good to fair stops were taken. Herring were scarce after until June 3 and 4, when fair reports were received, and very light catches were taken daily to July 2, on which day good numbers of herring were on the coast, and fair the 8th and 9th. During August and September the weather was anything but fine, and in the former month the herring catch was reported from very good to poor, and that of October from good to poor. The herring fishery during the past season has been considered on the whole a very good one. With the exception of what was used for bait, large quantities of herring were shipped to the various markets.

*Lobster* fishing commenced with fair prospects the first part of May from the 1st to 5th, which increased favourably to the 9th, when good fares were taken. The catch to the 24th was, on an average, fair and scarce after until the fishing was fair on June 3 and 4. To the close of the season very light catches were reported. The lobster fishery was better than that of 1901, and the season's pack was 100 cases in excess. Three hundred cases were put up in this district and were forwarded by vessels to Dalhousie.

*Salmon* were reported each day in fair quantities from June 13 to 20, and the catch for the entire season, which is about the same as last year, is considered a good one. Dalhousie, N.B., was the market for about 9,000 pounds of salmon, shipped in ice, during the season.

*Squid's* first appearance on the coast was in August, when fair fishing was reported on the 16th, and again on the 27th, 28th and 29th. In September, from the 12th to 27th, squid were along the shores in numbers varying from very good to fair and in October the conditions were the same from the 2nd to the 13th.

*Dogfish* were reported on the coast and troublesome in October.



## NEWPORT POINT, QUE.

*Reporter : Mrs. Meunier.*

*Caplin* were reported only in June, with fair catches on the 13th and 20th, and very good on the 14th, 18th and 19th.

*Cod* were on the coast quite early this season, and were reported fair off shore on May 3, with very good quantities in-shore on the 5th. There was no fishing after, on account of strong winds, until very good hauls were taken on the 9th, and from the 12th to the 31st the off-shore fishery varied from very good to fair. Bankers returning on the 17th reported from eighteen to thirty drafts, and on the 22nd from eighteen to twenty-four drafts, with codfish very plentiful inshore on latter date. In June the in-shore fishery was poor to the 7th, when the codfishery was reported very good and the fishing off-shore from very good to fair from the 2nd to 20th. On the 14th, from twenty to thirty drafts were reported by bankers. The latter part of June the weather was very disagreeable and there was a scarcity of cod to July 1, when the fish appeared in fair quantities. The July catch off-shore varied from very good to poor, and on the 7th it was reported that the in-shore codfishery was poor owing to bait being scarce. From twenty to forty-four drafts were taken by bankers on the 26th, and from sixteen to thirty-eight drafts on August 23. For the balance of the season codfish were reported in catches quite regularly varying from good to fair. Total catch for the season estimated at 10,000 quintals, which is 3,300 quintals better than that of last year, and only 800 quintals below the quantity taken during the season of 1900.

*Herring* appeared in very large quantities on May 1, and fair the 2nd and 3rd. Very good stops were made on the 5th, and from the 12th to the 16th, inclusive, herring were reported fair. The fishing varied from very good to good from the 19th to 25th, and fair on the 31st, owing to stormy weather. The catches in June were on an average fair, excepting those of the 18th and 19th, which were very large fares, and in July fair fishing was reported on the 1st, 5th, 9th and 14th, good on the 24th and very good on the 25th. Fair fishing was also reported in August on the 8th and 16th. Herring were plentiful in-shore in September on the 9th, and on the 12th, 16th and 20th fair fishing was reported. Total catch for the season, 2,000 barrels, which is on a par with that of 1900.

*Lobster* season began on May 1, very satisfactorily and some excellent catches were made during the first part of the month ; and from the 12th to the 31st, lobsters were reported almost daily on an average fair. The last report received was on June 4, when light catches were taken. Total catch was 600 cases, or 100 cases less than the catch of last season.

*Salmon* fishery was reported in fair catches on May 20, and again on June 6, with very good on June 14.

*Squid* appeared in August with fair fishing on the 8th, 9th and 30th and good on the 27th. From September 1 to remainder of the season, squid were in catches varying from good to poor.

## PASPEBIAC, QUE.

*Reporter : Miss Ada Beck.*

*Caplin* were caught on the coast about the middle of May, in very light quantities, which increased to good in June and became scarce after to the remainder of the season.

*Cod*.—A few codfish were first taken this season on May 9, with increased quantities to the latter part of the month and throughout the season, especially towards the end, when the fishery was continued.

*Herring* were reported the first week in May plentiful and light from the 16th to to 23rd. Nothing was reported after until the fishery was fair on June 21. The July catch was a poor one with scarcity of bait being reported to the 23rd, 25th, 30th and 27th, on which dates in August the fishing was fair the first three and good on the last. Very good catches were reported at intervals to close of the season.



## SESSIONAL PAPER No. 22

*Lobsters* were reported very scarce throughout the entire season.

*Salmon*.—Fair catches of salmon were made during the month of May, with the fishery in June varying from good to fair, and for the remainder of the season the fishing was light.

*Squid*.—Bait was very scarce at this station during the early part of the season and squid was only reported when a few were taken in the month of September.

PERCÉ, P.Q.

Reporter : Mr. E. G. Tuzo.

*Cod* struck in at this station early and abundant and remained so during the summer months, afterwards gradually lessening to the close of the season. Scarcity of bait at this locality was a drawback to this fishery, which was reported in a reduced catch.

*Herring* were reported on May 1, in fair quantities, after which the fishing improved somewhat, and the first part of spring herring were said to be in great abundance. The summer run was considered poor, but late in the fall herring struck in abundantly and good stops were made.

*Lobsters* were in fair supply May 2 and good on the 3rd, afterwards varying in catches from good to poor to the end of the month, and from fair to poor in June from 1st to the 20th. The catch has been considered fairly good the early part of the season but rough weather prevented a further prosecution of the fishery later in the season as well as destroying many of the traps.

*Squid*.—Although this fish was on the coast in quantities varying from good to fair, at intervals during the season the catches were considered poor.

PT. ST. PETER, QUE.

Reporter : Mrs. E. Bond.

*Cod* made its appearance on the coast about May 1, in fair quantities, and the few boats that were out on the 10th averaged 3 drafts. Very good fishing was reported on the 22nd, 23rd and 24th, and from these dates to June 8, very good to fair fishing was reported. *Cod* were very plentiful from the 11th to 21st, and one boat had a catch of ninety-seven drafts in seventeen days, with arrivals from banks with seventeen, eighteen and twenty drafts per boat. Bankers on the 21st reported twenty-five, twenty-six and twenty-seven drafts per boat in one and a half day's fishing. The fishery gradually slackened off until the first part of July, when good quantities of codfish were on the grounds, but catches were light, owing to the scarcity of bait. The August catch varied from very good to poor, and the fall fishing is said to be a partial failure, owing principally to rough weather. The total catch this season is considered fully 10 per cent less than that of last year.

*Herring* struck in fair numbers on May 1, and during the month herring were reported from good to poor. The catches during June and July were about the same, and in the latter month some very good stops were made on the Banks. Herring were reported in fair catches in October, and throughout the season the fishermen were able to salt sufficient for local consumption, as well as securing a quantity for bait.

*Lobsters*.—The first report of lobsters, received May 1, indicated fair fishing, and from the 3rd to the end of the month the catch varied from very good to fair. High winds and stormy weather prevailed in June, and only fair catches were made at intervals. The factories closed earlier than usual, but the catch on the whole is estimated to be better than that of 1901.

*Mackerel*.—The only catch of mackerel reported in this locality was on July 16, when a light stop was made, none of which was salted.

*Salmon* were first reported May 22, and again on the 24th, when a few made their appearance, and on the 31st the fishery became fair, which continued the same from

2-3 EDOUARD VII, A. 1903

June 12 to 20. For the remainder of the season, excepting July 5, when the fishing was fair, salmon were scarce. The total catch is reported smaller than last season's.

*Squid* struck in along the coast about July 14, in fair quantities, and although regular fares were made in August and September, the quantity taken was not sufficient to meet the local demand.

The above information respecting the fisheries was furnished by Miss D. A. Buckley, who received the appointment of telegraph operator at this station, vice Mrs. E. Bond, deceased October 8.

## SEVEN ISLANDS, QUE.

*Reporter: Mr. P. E. Vignault.*

*Caplin* were only reported this season, when they appeared for a few days the first part of June.

*Cod* fishing began about June 12, in light catches, but the codfishery in July, August and September, was reported very good. From September 20 to October 15, rough and stormy weather impeded the prosecution of good codfishing. The season's catch is considered one third better than that of last year, which was twice as good as the 1900 catch.

*Herring* were not reported this season.

*Salmon* first appearance was the latter part of May, and from June 2 to 12, good fares were made, after which the fishery became poor, owing to the roughness of the weather. The salmon fishery this season is considered about one half of last year's.

*Squid* struck on the coast very plentifully in August, on the 14th, and were reported such to the 25th. In the succeeding month, from the 9th to 27th, squid were in numbers which ran from very good to good.

*Launce*.—Fair quantities of this fish were taken on June 10 and 12, but in July very good hauls were made, which continued to August 20.

*Mackerel*.—No mackerel was reported in this division during the season.

The above report covers the fisheries prosecuted at this division, which includes Aguanus, Caribou Islands, Little River, Moisie, Pentecost, St. John's, Ste. Marguerite, Natashquan and Sheldrake Rivers. At every point of this division codfishing was good and would have been exceptionally so, only inclement weather was experienced rather too frequent from the latter part of September to the end of October.

## STE. ADELAIDE DE PABOS, QUE.

*Reporter: Miss Christina Mauger.*

*Caplin*.—The only report of caplin received was on June 10, when fair quantities were on the coast.

*Cod* were reported on May 3, 5, and 7, in fair catches and from the 9th to the 24th of this month, cod were very plentiful, with boats from Banks reporting for from fifteen to thirty-five drafts, and the inshore fishery from three to eight drafts. Bad weather was experienced on the coast occasionally until the 18th, when reports from bankers gave boats averaging fifteen to twenty-five drafts and three to six drafts inshore. On May 31, it was said, that the codfishery was poor on account of stormy days on May 25, 26, 27, 28 and 29, but good fishing was reported on the 30th and 31st. The June and July catch to the 26th, varied from very good to fair and the first week in June some boats got from two to five qtls. inshore and from ten to fifteen drafts on the Banks. The following week very good catches of cod were taken and boats averaged from fifteen to thirty-two drafts, the result of two days' fishing on the Banks. Notwithstanding bait was reported scarce the latter part of June and the first of July, boats secured on the 13th of latter month twenty drafts. Codfish were reported very plentiful on the Banks on July 26, and boats that were fortunate in getting a supply of squid, which struck in along the coast made from twenty to thirty drafts. The August and September catch varied from good to poor with best boat from fifteen to twenty-five drafts on August 30,



## SESSIONAL PAPER No. 22

the only day of that month in which codfish were plenty; and in September owing to stormy weather boats averaged from twelve to fifteen drafts on the Banks, with the inshore fishery a poor catch. During the remainder of the season, the catch was light owing to the inclemency of the weather, and it is said that boats averaged 200 qtls. to August 15. The total catch is considered a good one and is better than that of last year.

*Herring* were first reported on May 1, in small quantities to the 9th, when very large schools of herring were on the coast, afterwards becoming scarce on account of stormy weather until the 15th, from which date to the end of the month, herring were reported in catches varying from good to fair and to the close of the season from fair to poor. None were salted during the season.

*Lobster* fishing from the beginning of the season to May 5 was very good and fair afterwards to the 24th. From now to June 2, the lobster fishery was not prosecuted to any extent owing to the roughness of the weather along the sea-coast, and for the balance of the season the catches were from good to fair.

*Salmon* were first reported when a few were on the coast on May 15, and on the 20th and 21st light catches were taken. Fair fishing was reported on June 3, 4 and 5 and good on the 6th. The salmon fishery was poor after until good fares were again taken on the 16th, and very good on the 16th. Fair catches were reported on June 19, and July 4 and 7. The net fishing was poor this season, and the total catch is estimated at 16,000 pounds.

*Squid* appeared on the coast on July 21 in fair quantities, and continued in good supply to the last of the season.

## SOUTH-WEST POINT, ANTICOSTI.

*Reporter: Miss Z. Lemieux.*

*Cod*.—Fishing began about May 22, at Heath point and Fox bay in good catches and on the 24th, 26th and 27th, very good hauls were made, after which the fishing was fair considering the unsettled condition of the weather. The fishery in June varied from very good to fair and in July from good to poor with fair reports for the first week in August, as bait was very scarce. The weather was rather stormy for the remainder of August and during the succeeding two months the fishing industry was entirely suspended, owing to unfavourable weather.

*Halibut* were reported at Heath point and Fox bay on May 22, plentiful and fair in June from the 1st to the 6th. Halibut were again in catches from very good to poor from the 12th to the 26th of the same month.

*Herring*.—Light catches of herring were first taken on May 12 and 13 at Fox bay, but on the 15th, herring struck in plentifully and from now to the 31st were taken in catches varying from very good to fair. At Ellis' bay on May 26, herring struck in very plentiful and traps and nets were reported full to their utmost capacity. Bad weather prevented fishing in June, and the only reports received were when the fishery was fair on the 13th and 16th. From July 12 to 31 the fishing varied from fair to poor.

*Lobsters* were taken in light catches at Heath point and Fox bay between May 19 and 24. In June, from the 13th to the 26th, the fishing was only fair, as the weather was very stormy, but the fishery improved in July and from the 3rd to August 2, lobsters were reported in catches varying from very good to fair.

*Salmon*.—Light catches of salmon were taken on June 21, and fair on July 3 and 4. The fish were scarce after until the weather was favourable for fishing, which was about the 22nd, when salmon were reported fair to the end of the month.

*Squid* were not reported during the season.

## MAGDALEN ISLANDS.

*Reporter: Mr. J. A. LeBourdais.*

*Cod* were reported very plentiful the first day of May, and during the first two weeks of the month, very good catches, of large size fish were taken on trawls. Fair to



2-3 EDWARD VII., A. 1903

poor catches were reported from the 14th to the 26th, on which date the weather was so rough that the fishermen did not visit the fishing grounds. Strong winds prevailed in June and the only favourable reports received were from the 13th to 18th, when cod-fish were fairly abundant on the north side of the islands. Bad weather prevented good fishing in July and only light catches were made during the month, as well as in August, notwithstanding large quantities of the staple product were on the coast. Good fares were taken in September, and the catch during the season was on an average from fair to poor.

*Herring* were first taken around the islands in nets on April 5, and were in large quantities on the coast to the 10th. At Grindstone and Grand Etang on the 12th, good stops were made, which continued the same to the end of the month. During the season large quantities of herring were taken for local consumption, and a large fleet of bankers baited, besides supplying a fleet of strange vessels, that called here for bait.

*Lobsters*.—It was reported on May 6, that operations in this line had not yet commenced, owing to very strong winds prevailing daily, which prevented lobster fishermen from setting their gear. The following week the crustaceans along the shore were reported not as plentiful for the beginning of the season as in former years, but in some localities could be called fair. Good catches were taken towards the close of the month, when the weather was favourable, and a quantity of gear, &c, were reported as having been lost by recent storms. Fair fishing was reported on June 13 and 14 and on the 30th. Loss of gear, traps, &c, and a scarcity of fish was the cause of a number of factories closing for the season. From June 30, until the end of the season, the catches were light. Although lobsters were on the coast the 2nd and 1st weeks of May and July respectively, in good numbers, bad weather again prevented the fishermen from attending their traps, some of which were badly damaged and lost by the heavy seas and gales. The catch this season, has been called fair in some localities and in others a very poor one.

*Mackerel*.—The first spring catch this season was reported on May 19, and mackerel appeared to be abundant on the coast but unfavourable weather interfered with the fishing, so only light catches were made. A few were reported in nets on the 24th and 26th of May but nothing to mention. Large quantities of mackerel struck in on June 9, and the fishermen who had an opportunity of visiting their nets found large numbers therein, but strong winds springing up compelled them to leave the grounds. On May 26, some boats were reported as having done very well, as mackerel struck in schools, but gales of past few days destroyed large quantities of nets and gear, which were already set for this much sought for member of the finny tribe. The first fall mackerel taken by hook this season was caught on July 10, on the south-west side of the islands, a few boats reporting light catches. Mackerel struck in plentiful, on the 18th, in localities on the northern and eastern side, and boats that operated there reported good fishing. Nothing was done in the Pleasant bay district as yet. Very good reports were received on the 28th, from the north-east side of the islands, where mackerel were reported abundant with boats getting good hauls, and very good prospects if weather permits. The weather becoming fine and warm, the fishery was reported on August 11, fair, as the mackerel were not hooking freely. From this date to the end of the month, mackerel were plentiful and the catches good which remained the same to September 10, although the fish were not hooking freely along the coast, particularly in the Pleasant bay district. Prospects for late mackerel fishing were very good this season, which has been considered a very good one, in fact, it has been reported that this fishery was better this season than for many years past. The following dispatch from Grindstone, October 31, to the *Morning Chronicle*, Halifax, N.S., is to the effect that 'the weather during the past month has been very stormy, the oldest inhabitant scarcely remembers a season so stormy. At Etang du Nord, where usually a good deal of fall fishing has been done, the boats are tied up nearly a month. The fishing season just closed has been a very good one, particularly the mackerel fishing. Fish were plentiful and prices were good.'

I have the honour to be, sir, your obedient servant,

A. D. MACKERROW,  
Clerk in charge F. I. Bureau.

## APPENDIX No. 13.

REPORT ON COLD STORAGE WORK IN 1902 BY SPECIAL OFFICER  
PETER MACFARLANE.

NEW GLASGOW, N.S., December 18, 1902.

To Professor E. E. PRINCE,  
Dominion Commissioner of Fisheries,

SIR,—I beg to make the usual detailed report on the bait cold storage work during the past year.

The following synopsis of the results of operation of the freezers during 1900 is instructive by comparison with the results obtained in 1901. With each freezer, the results for the three years follow each other consecutively.

## FROG POND, PRINCE COUNTY, P.E.I.

*Report for 1900.*

Commenced operations in April, 1900, and has proved a great boon to this fishing settlement. The president of this association, writing about the middle of the past fishing season, states: 'We had the freezer and a good part of the necessary outfit ready in time for the first catch of herring. We filled our freezer to the ceiling with bait, and everything has worked well. Our fishermen commenced drawing bait out of the freezer on May 29, 1900, and have been using more or less every day up to date (June 11). In talking the matter over to our people, I always carefully explained that fresh bait right from the nets was the best; next to that, frozen bait came in. A great many of our men had grave doubts as to the value of frozen bait. Shortly after we had some frozen, we took some of the bait out, put it into water, drew the frost and cut it up. A number of the fishermen examined it and their fears were at once allayed. I am buying in most, or nearly all, of the codfish caught in this vicinity, and am keeping a record of the kind of bait they are caught with. Our fish-books show over one-half of our total catch has been caught with frozen bait. Furthermore, were it not for the constant supply of bait ensured to the fishermen by the bait freezers, not one-half as many people would engage in the business, without the certainty of a constant and sure supply of bait. I feel quite certain that we are on the eve of a new era in the codfishing business around our shores, since the inauguration of the Fishermen's Bait Association.

'One of our fishermen, with 700 trawl hooks, began drawing out frozen bait on June 1, and this man had taken 262 pounds of bait from the Frog Pond freezer on sixteen different occasions. He overhauled his trawls some twenty-four times to date (July 8) and has landed for me 10,404 pounds of codfish, and salted and sold to other people about 1,200 pounds of fish. This fisherman had some nets and procured and used some netted bait. About one fourth of the total catch was made with bait caught in nets, and three-quarters with bait from the freezer. Another of the fishermen who attended a set of box traps had 650 trawl-hooks out and used 295 pounds of frozen bait. He landed 10,064 pounds of codfish, and salted and sold 600 pounds more. All these fish were caught with freezer bait. This fisherman drew bait twenty-one times and landed fish twenty-four times.

'I would give it as my opinion that 1,000 pounds (three shares) of frozen bait would be amply sufficient for the whole of the fishing season for a boat running 1,000 hooks.'



At the conclusion of the fishing season, in sending in the annual report of the Frog Pond freezer for 1900, Mr. Larkin, the president, further writes :

' Permit me now, at the close of the season's business, to enumerate or place before you some of the benefits derived by our people from having a constant supply of fresh bait. Last year—1899—our cove, with the same number of boats and men engaged in hand and "set lining," took some 95,000 pounds of codfish, hake and haddock. During this season the weather was fine ; we had very few mackerel along our shores, and so the men devoted the greater part of their time to the pursuit of codfish, hake and haddock. A great deal of time was lost in trying to procure a supply of bait. During this season (1900) our men in this cove have landed about 210,000 pounds codfish, hake and haddock. Nine-tenths of all those fish were caught with frozen bait. Men who, in the first season, had not any great faith in frozen bait, kept some nets out. Sometimes they got a baiting, sometimes only a part of a baiting. Those people tested the matter thoroughly, and so satisfied did they become with the frozen bait that they took their nets ashore. We have some very practical and observing fishermen in our cove, and they declare that so long as the supply of frozen bait is to be had, they will not set any nets during the codfishing season ; the supply of bait from the nets, they say, is no better. Again, there is no certainty of obtaining bait every fine day. I might say just here, that we had twelve shares of stock unsold when we met on the 22nd. During the meeting we offered them for sale ; within two minutes they were all taken by fishermen who had a share each before. This will give you some idea of the faith and the estimation which our fishermen have of frozen bait and the benefits derivable therefrom.'

You will observe, on looking over the sheets where a record of bait issued appears, that our fishermen knocked off fishing early this year. The reason for this is that this has been an unusually stormy season. In all my experience, I have never known anything like it. With weather such as we had last year (1899), we could have certainly doubled our catch. Another cause for more fish, codfish, &c., not being taken was that in the month of July and the early part of August, mackerel struck in quite plentiful. Our men paid considerable attention to that branch of fishing at the expense of the other.

I may say for myself that I am more than ever convinced of the benefit derivable from having a bait freezer in our midst.

#### *Report for 1901.*

Tignish, January 6, 1901. At the close of the second year's business of the Frog Pond Fishermen's Bait Association, I am pleased to be able to inform you that our people are now preparing to cut and lay in our stock of ice for the third year's operation. Our fishermen, who have shares in the freezer, and have taken an active interest therein, are more than ever convinced of the value of a stock of fresh bait, available on the instant the weather is fair. I can assure the government that without this freezer a population of over 100 men, almost wholly dependent on fishing for a living, would have been compelled to leave the business and locality but for the assistance afforded by this institution.

I have handled some 230,000 pounds of fish this season ; an increase over last season of some 20,000 pounds, besides this, I judge that our people have sold some 80,000 to 100,000 pounds to other parties. Almost all these fish have been caught with frozen bait.

The excellent results referred to above were attained in spite of the fact that we lost a quantity of our bait in July, owing to an experiment we made of moving half the cooling surface of our freezing room, which we were using as a storage.

#### *Report for 1902.*

This association had an opportunity of putting up thousands of barrels of herring in April last. 1,300 barrels were salted for lobster bait, and 200 barrels frozen for future use. Some parts of the year were very favourable for fishing, and good



## SESSIONAL PAPER No. 22

quantities were landed. A part of the time the dogfish were very troublesome, and during October very bad weather prevailed.

ALBERTON, PRINCE COUNTY, P.E.I.

*Report for 1900.*

Commenced operations in May, 1900; ten tons of fresh fish were frozen. The directors did not provide sufficient ice to carry the charge until fall, when the Caraqueet fleet, from New Brunswick, made Tignish and Alberton their headquarters. In consequence no decisive results were obtained. Used locally, the bait gave satisfaction

*Report for 1901.*

BY THE REV. A. E. BURKE, PRESIDENT.

Alberton, January 6, 1901. Under all circumstances this association may be said to have done a satisfactory year's work, and to have learned enough to enlarge its usefulness, and in a great measure, justify the hopes of those who designed those institutions for the good of the fishing community.

At the annual meeting the following directors were elected: T. B. Woodman, president; Joseph L. Dyer, secretary-treasurer; Rev. A. E. Burke, Wm. Champion, John Agnew, J. B. Weeks and John McCabe. Those gentlemen gave much of their time and attention to the work, and are deserving of the fullest praise. The ice-house was charged with all the ice it could hold; as soon as the exceedingly mild winter permitted, arrangements were made for a sufficient supply of salt. The necessary improvements which the partial operations of the preceding year suggested, were completed, a good, careful man was secured as manager, and everything got into shape for a thorough testing of the enterprise, as far as its mechanical side went, at least.

Navigation opened in Cascumpec Bay about May 12, but a succession of east winds kept it closed with drift ice until the first school of herring had nearly gone by. A goodly quantity were, however, secured and with extra assistance well frozen, which was a fortunate circumstance for such peculiar weather, and the presence of a cordon of heavy ice off the coast, prevented the fishermen in general from securing, as they hoped, any larger quantities of these fish in the later visitations. Although not in any abundance, the association was able to procure, little by little, quite a quantity of herring from the bay fishermen, and those who follow them outside, later. The shareholders in many cases, put in and took out the amount of bait allowed them by the regulations of the company. After the herring period, codfish and mackerel were frozen and stored; and, later in the fall quite a quantity of codfish put in and reserved for winter trade. The universal verdict as to all this fish, which the managers saw put in, in the very best condition, was most favourable. Indeed there can be no doubt but that properly operated, this institution will freeze the fish readily, and keep it in the best possible condition indefinitely. This is a satisfaction at any rate.

As to the sale of herring for bait, there was no difficulty this year, although in the latter part of the year, squid were plentiful, we were able to sell all there was to be had. The shareholders used their own deposits and spoke in the highest praise of the bait. The New Brunswick fleet of codfisheries took the balance, and praised it exceedingly. This certificate speaks for itself:

'I, the undersigned, do hereby certify that I have used on several occasions, the frozen bait (herring) got from the Alberton Bait Freezer, as codfish bait, and found it in every way equal to the fresh fish. With a sure supply of this bait within reach, all anxiety as to the taking of regular boat loads of codfish and hake, in season, is removed.

CARAQUET, Décembre 1, 1901.

(Sgd.) JOSEPH CHIASSON,  
Captain.'

2-3 EDWARD VII., A. 1903

It is worthy of remark that the ice harvested for the operation of this freezer was taken from the surface of the harbour last spring. The first year of its operation, it was thought necessary to cut ice on fresh water streams or ponds, and the cost of hauling it was a considerable item of expense. This harbour ice, taken under adverse circumstances, in a bad year for ice harvesting, did wonderfully, and convinced all concerned, indeed, that it is the proper article to secure and use; and the cost is more than half lessened.

*Report for 1902.*

Very little herring were frozen early in the season; those that were proved very satisfactory, and were all used. Quite a quantity of squid were frozen, and good hauls were made in November. That could not have been done without the frozen bait. A fairly successful year on the whole.

SOURIS, KING'S COUNTY, P.E.I.

This is one of the largest sized freezers constructed under the present arrangement with fishermen, and I regret that the experience here has been unsatisfactory. The secretary of this association here writes:—

‘Inclosed I send you a report of the work of the Souris Bait Association, a poor showing, I must confess, yet the case is not altogether hopeless, for we may yet (profiting by our mistakes) see a way of retrieving our losses. This, the first year that the freezer started, was a poor one to get ice, and the herring run was also a failure. Our efforts to sell a barrel of bait frozen would have been crowned with success, were it not for the fact that some of the herring taken by the man sent here from Tignish were not fit to freeze. They were old and spoiled before they were frozen, consequently the bait got a bad name, and the fishermen would not have it.

The freezer has a capacity of fifty tons, and two tons bait were put up. The balance sheet sent showed a deficit of \$229.94 on the season's operations. Squid are not usually obtained locally at Souris, but this fall they were very plentiful and no mistake could have been made by the directors, in freezing and storing this fish. It is a standard bait and sells readily. The ice at this freezer kept in good condition and no trouble was experienced in freezing the charge.

*Report for 1902.*

‘On account of some minor difficulties between the fishermen and some of the other shareholders of the association, no ice was stored during the winters of 1901-02, and of course no bait was frozen, therefore no results can be obtained. There is a possibility of these difficulties being set aside and something done for the coming winter towards storing a good supply of ice.’

MIMINEGASH, PRINCE CO., P. E. I., 1901.

This freezer is of the same size as the one built at Bayfield. The storage room is divided into two portions, however, which will enable it to be run more economically. The ice chamber has been enlarged and an additional ice storage has been placed in the freezing shed for the purpose of supplying ice for the freezing of bait in the spring without drawing on the main ice supply. The bait will be frozen in pans at this point.

*Report for 1902.*

The directors, although new at the business, got a good supply of ice stored, and an expert was sent there. The secretary reports as follows:—‘On May 1 we opened our freezer, and under the superintendence of an expert furnished by Mr. Macfarlane, Mr. Jas. Dort started the work of freezing herring, which was thoroughly done, in fact, so well did he do his work that we have kept a large quantity of herring in the freezer until the end of October, when we took them out in order to make room for squid. Those herring were as hard and firm as when placed in the storage room. Had



## SESSIONAL PAPER No. 22

the month of June proved a fine one, we would not have had enough herring in store for our fishermen, but after June our fishermen were able to supply themselves with fresh bait. This was the only reason why the herring were not used, but this had no effect in demonstrating how it is possible to keep herring if properly frozen and taken care of when frozen. The establishing of the freezer at Miminegash gave quite an impetus to the codfishers this season, as fully three times as much gear was in the water for codfish as in any previous years for the past 20 years. Our ice kept well; so well that we have some still on hand.'

BALLENTYNE'S COVE, ANTIGONISH COUNTY, N.S.

*Report for 1900.*

Commenced operations on April 25, 1900, and fourteen tons of herring were frozen and stored. The fresh bait season was exceptionally good; better than for many years past. Mackerel struck in early and provided an excellent supply of bait. In consequence, the fishermen did not require the frozen supply. Owing to neglect to ice the storage room frequently enough, two tons of herring were spoiled. The charge was ultimately converted to other uses. The presence of the freezer was, however, a guarantee that bait would at all times be available. This freezer will be operated by the fishermen during the coming season.

*Report for 1901.*

A normal scarcity of bait was felt at this station during the past season, and the freezer demonstrated its value to the fishermen. A smaller quantity of herring was frozen this year, but every pound was used with good results. The fishermen last season were not convinced of the value of frozen bait, but no one at this point doubts its utility now. The results are evidenced by the quantity of fish secured which would not otherwise have been taken. The freezer was further utilized by small vessels which brought bait (squid) to the freezer to be frozen and held for them until required. No difficulty was experienced in maintaining a proper temperature, and the freezer worked satisfactorily.

*Report for 1902.*

This association was not in a position to harvest any ice during the winter of 1901-2, as none formed in the harbour, and there was no place nearby where fresh water ice could be obtained, so they were not in a position to freeze any bait at all. They were not much handicapped, however, as the president of the Bayfield Bait Association owns a controlling interest in this one. He, therefore, when bait was scarce, furnished them from Bayfield with all that was required, and they had a very successful season.

BAYFIELD, ANTIGONISH CO., N. S.

*Report for 1901.*

This freezer has had a very satisfactory season and has been both a direct and indirect benefit to the local fishermen. Small fishing vessels Harbour au Bouche have baited here and have fished from the port. The freezer was an indirect benefit by permitting the fishermen to freeze and hold mackerel when the market was glutted, enabling them to obtain a better price later on. Permission was given this association to extend the freezer and the original ice chamber was converted into freezing and storage rooms, and an independent ice-house built alongside, and connected with the smashing floor of the freezer by a slide. The president of this association, Mr. Chas. L. Gass, writes:

'Our freezer worked in a very satisfactory manner, during the past summer. As in all other things the first year was more of an experiment than otherwise. With us at the start, the fishermen were very doubtful as to the value of frozen bait, but when



2-3 EDWARD VII., A. 1903

they had a trial of it they found it to be as good as the fresh caught article. In October, when there was no live bait to be had, boats were baited with fifty to one hundred pounds from the freezer caught from 500 to 900 pounds of codfish at a setting; this they could not have taken had there been no frozen bait. The freezer in future will prove of even greater benefit to our fishermen.'

The new ice house for the enlarged freezer has a capacity of about 400 tons.

*Report for 1902.*

'We froze a large quantity of spring herring for use by our fishermen, and also to supply the Ballentyne's Cove Association. We had very good results, and have fully demonstrated the benefits to be derived from a sure and certain supply at all times of bait for the fishermen. We had plenty of squid during November and very good cod-fishing. Weather was very favourable during the greater part of the month. On the whole the season has been a very good one.'

WHITEHEAD, GUYSBORO CO., N. S.

*Report for 1901.*

'Commenced operations in the spring, when herring were frozen for bait, but were not all used as the fishermen had operations interrupted by the presence of dogfish on the coast. Later on squid were frozen but were not all used for the same reason. In August the ice supply was finished while some bait remained in the freezer. The ice did not keep well at the station and was not covered or protected by the association. The bait frozen proved of good quality and gave satisfactory results when used. The season ended with a deficit of \$250.00 due to shareholders of the association. Ice will be cut and stored and this freezer operated during the coming season.'

*Report for 1902.*

'There was only one opportunity when ice could have been cut at this place; that opportunity was let pass, and none other offered. I would here say that the winter of 1901 has been the mildest for years, so that possibly the lesson taught the board of directors may not be totally without results. I feel certain that it will not be lost at this station, and that ice in abundance will be stored, if at all possible.

The report of Mr. J. F. Frazer still holds good. A division in the management bars the freezer from success. Only a small quantity of ice stored and good results from it. The transportation problem has been solved. I understand that a steamer is being built expressly for the fresh fish trade, and will be on the coming season between Canso and calling at several points on the way to and from Halifax.

PORT BECKERTON, GUYSBORO CO., N.S.

*Report for 1901.*

Commenced operations in the spring of 1901. The situation at this station is not very satisfactory, the shareholders are divided into groups and are not working in harmony, but I hope before another season commences that this will be remedied. During the past season a quantity of bait and fish were frozen. As much ice was lost through neglect to cover properly as was used. The secretary writes on September 17, says:

'In some ways our affairs are satisfactory and in other ways are not. Some of the fishermen say the freezer is a boon to the place, others state the contrary. The facts are these; the fishermen who have filled their shares and used the bait have made a success, they have proved it by the amount of fish they have caught with bait taken from the freezer. Now, in regard to some of the bait getting bad, which caused you to send a man from Canso, I might say, that if such a man had been sent to us at first, we

## SESSIONAL PAPER No. 22

would have had no difficulty by following his directions. Another year the running of the freezer will only cost us about half what it cost us this year. I think the money well spent in sending an expert freezer here. Of course, every one understands that it was the fault of the attendant and not of the freezer, which caused the complaint about the bait, and we will hope the matter will be soon forgotten. Our ice is running short, and will not last longer than the end of the present month. I do not think we will have any more trouble and will make a better showing another year.

I have looked carefully into the fishing conditions at this point and am convinced that as soon as the freezer is in the hands of an undivided management, and carefully run it will prove its benefits to the locality. The population are dependent solely on the fisheries. They are building small vessels to prosecute their calling further off the coast, and a freezer is the one thing needed. A lighthouse erected last year, permits the fishermen to enter the harbour at night. Winter fishing is commencing, and schools of the finest haddock are off the coast. Adequate and regular transportation for fish alone is needed to develop a large trade from this and adjacent points.

*Report for 1902.*

The board of directors are not more unanimous than they were the year previous. Bickering and local jealousies make it anything but a pleasure to visit this locality. I was present at the annual meeting; there was quite a storm of words, and some of them were not parliamentary either. I however, advised them to let bygones be bygones and commence anew. Get up a good supply of ice, and prosperity and pleasant words would come to them if they persevere.

They promised on the following Monday to start to work and get up the ice. A thaw set in before they had half done, and the ice they had was very little better than none at all. This did not add much to their good resolutions. However, if they make a proper use of the freezer, it would certainly be a great boon to the fishermen of the locality.

## SAMBRO, HALIFAX CO., N.S.

*Report for 1901.*

A freezer was built at this point several years ago, but owing to faulty design did not prove a success. The building was acquired by the Sambro Fisherman's Bait Association, and the storage and freezing chambers rebuilt. No change was made in the ice-house. The directors did not attempt to freeze fish until the fall run of squid appeared, when 25 tons were frozen and stored, and will begin to be used next month (February). The fish are well frozen and in good condition. This, coupled with the fact that the normal bait supply, in Halifax freezers, is short, should cause fishing vessels to make Sambro a port of call for the first baiting in the spring. The directors have applied and have been granted permission to extend the freezer and work will be commenced at once on a detached ice-house and the existing ice-house converted into storage and freezing rooms. Situated at the mouth of Halifax harbour, the management being in the hands of careful men, I look forward to this station to give one of the best demonstrations we have yet had, as to the value of cold storage for bait.

*Report for 1902.*

The freezer was completed as outlined above, but they had no ice stored. But the board of directors being alive to the necessity of having a supply, imported a cargo and have frozen 20 tons of squid. And the secretary in writing me on the 9th instant, hopes to freeze several tons more. Very good fares of cod and haddock have been caught. This freezer has a live board of directors, and they are highly pleased with the results.



2-3 EDWARD VII., A. 1903

## PORT LA TOUR, SHELBURNE CO., N. S.

*Report for 1901.*

'The annual meeting of this association was held on November 29 at Port La Tour and the directors presented a statement of the affairs of the association. The result of the year was unsatisfactory, and the year ended leaving the association in debt, owing to the almost entire failure of their ice supply, due principally to the fact that the bed of the ice house was not properly prepared by the foreman in charge of construction. The association, however, delayed commencing building until the winter had set in and owing to the lateness of the season in order to store ice, every effort had to be made to expedite construction. This freezer has a capacity of thirty tons of bait.

Port La Tour is a good fishing station and when given an opportunity, under careful management, the freezer should be of considerable benefit locally. The loss of the ice supply entailed considerable expense on the association and handicaps them on the second year's work. With a portion of the ice remaining, a few barrels of herring have been frozen, but it is more in the nature of a test charge.'

*Report for 1902.*

'There was part of the ice left over. This should have been removed and the bottom properly prepared. The directors had some difficulty in getting any ice whatever, and this fall, when squid could have been got they thought it hardly worth while to start it at all. Squid were quite plentiful and good fishing had when the weather was fine. Good fares were landed. The directors are unanimous now to have the bottom of the ice house properly constructed before any more ice is harvested.'

## CLARK'S HARBOUR, SHELBURNE CO., N. S.

*Report for 1901.*

'The herring do not now appear at the western end of the province until fall, and mackerel was the first bait frozen. The quality of bait was good but the quantity put up was small. Speaking of the first charge frozen the *Coast Guard* says:

'The small lot of mackerel frozen at the freezer here begins to show what an immense benefit cold storage for bait will be to fishermen in general, when the supply can be made constant. For use by boats in the vicinity, bait can be taken from the freezer daily, and in such quantities as may be needed, with none left over to spoil. The fishermen say it is the handiest thing yet, and the bait is as good as if just caught.'

The mackerel fishing at the western end of Nova Scotia was almost a complete failure this year, and this will probably account for the amount frozen here. In the fall the herring were plentiful, but the ice supply was insufficient to carry them until the winter months. The secretary of the association, Mr. J. L. Nickerson writes:

'On account of there being no bait fish to get up to the middle of June, and there being a leakage at the bottom of the ice when the bait was to be had, we find our ice supply nearly gone so that but 3,950 pounds were frozen, which was only enough to try the freezer. The fishermen who used the bait reported it as good as fresh caught bait and made good hauls of fish with it. We hope to repair the bottom of our ice house and do a better business next year.

*Report for 1902.*

'The season, like most of the other stations, for harvesting ice, was very short, and they got only about half the capacity of their freezer, but the board of directors with commendable zeal got a cargo from the State of Maine, U. S. The weather, a good



## SESSIONAL PAPER No. 22

part of the season was rough and unfavourable, but when fine, plenty of fish, especially pollock were taken. Bait herring were plentiful. The ice house was properly constructed, and the meltage of ice was light. The secretary reports: 'Ice kept well. Very good results from our freezer this year.'

## LOWER EAST PUBNICO, YARMOUTH CO., N. S.

*Report for 1901.*

'The season at this station has been a satisfactory one; the only trouble has been to secure sufficient bait fish. The ice supply kept well, at this point; the meltage being light. The president of the association writes:

'We had our freezer finished sufficiently to put in our ice, three hundred tons, by February 15, and everything was completed by March 1. We expected to freeze from 75,000 to 100,000 pounds mackerel in May, but did not get any to speak of: 1400 pounds. They were worth only three cents per pound in Boston, and we sold them at the freezer for nine cents each, which will show the advantage of the cold storage plants being able to procure fish when low and holding them until the price advances or until there is a demand for them. There were very few herring caught in our immediate vicinity. We froze only about seventy-five barrels, most of which are in storage for the spring fishing. Have not been able to procure squid. We could sell 200 or 300 tons if we could get them. Have every convenience in cold storage for bait, it is one of the best things that the Government could do to help the fishermen. When plants are located along the shores, fishermen need lose no time looking for bait, and they should be the means of getting a larger catch of fish, which means a more profitable business.'

*Report for 1902.*

'There was a defect in the construction of this freezer. Some of the ordinary tarred felt having been used in the freezing chambers and one of the storage rooms instead of the regular P. & B. insulating paper. The board of directors think the Government should put it in proper shape, as the tarred felt contaminated the first fish stored in the freezer, and also the bait fish too, and that the fishermen imagine they cannot use the frozen bait as the fish do not like it. The matters stand in abeyance at the present time; when an examination will be made and the matter amicably settled.

The following freezers were completed but not in operation during 1901.

## SANDY COVE, DIGBY CO., N. S., 1901.

Twenty tons capacity. Completed in July, an existing building being converted into a freezer. It contains two storage room of ten tons capacity each, ten freezing chambers and an ice house larger than the one provided for the standard sized freezer of this capacity. It has a full equipment of ice tools and will operate during the coming season.

*Report for 1902.*

On account of some trouble about the site the directors did not put up any ice. The secretary in writing me in August last had this to say: 'There is no doubt but that the Sandy Cove Bait freezer will be worked for all it is worth next year.'

## PORT HOOD ISLAND, INVERNESS CO., C. B.

*Report for 1900.*

This freezer was finished in October, 1900, and a supply of ice being available, a test charge of one and one-half tons of squid were frozen and used in December. The secretary of the association writes:—

2-3 EDWARD VII., A. 1903

We had our freezer completed about November 20, 1900. As we had some ice left over from last year, we transferred it to the new ice house, and commenced freezing squid. We froze about three thousand pounds on trays and in crates and kept them for future use; the result was that after the middle of December there was no bait on the fishing grounds, and the fishermen were glad to use bait from the freezer.

Some boats caught over \$100 worth of fish, using frozen bait, which they would not have caught if they had not bait from the freezer. One fisherman states that he earned his three shares in the freezer on New Year's day, over and above his neighbours who baited on salt squid, fishing on the same ground and with more trawls; all were expert fishermen.

The fishermen here were always doubtful about the value of frozen bait; now they are very favourably inclined towards our freezer, and expect great benefits from it next season. I also have frozen a quantity of haddock and codfish, and expect to supply fresh fish to Port Hood and vicinity during March and April.

#### *Report for 1901.*

The following summary of results of season's operations at Port Hood island has been received from the president of the Port Hood Island Association, Mr. Joshua Smith:—

'Port Hood Island, January 1, 1902. In looking over the past fishing season with regard to our cold storage, I must say that at first we met with disappointments. We saved all the spring herring we could get and put them in the freezer for future use, but unfortunately they were not used as our fishermen found that herring bait was not of much use when the fish were running after other bait, such as mackerel and squid. We could sell no bait and had to take them out of the freezer. We tried to get squid. We had no trap here last season and imported three or four tons of squid from Canso, which proved a great benefit. We also jigged a lot of squid in September; altogether we froze about five tons at this time. After this we met with another disappointment, when our ice gave out, and the balance of the squid left in the freezer (about 500 lbs.) was spoiled. The freezer was of no further use to us until the new ice formed in December; we then froze a quantity of squid which is now utilized by the fishermen. The squid were plentiful around the coast during the fall, and the fishermen could get all they wanted up to the December 20. Now they are using frozen bait to good advantage and are taking large catches of haddock with frozen bait, which they could not do without the aid of the freezer. Every catch of fish now is clear gain to the fishermen. We had also a quantity of other fish frozen, such as hake, cod and haddock, which will come in good during the winter.

Our fishermen in this vicinity had another drawback this year; the dogfish made their appearance early in September and took complete possession of the fishing grounds until the last of November, and for two months and a half there was nothing done in the way of fishing of any kind. Notwithstanding all these drawbacks the fishermen who kept at it all through the month of December, made good wages; some boats ran up to nearly three hundred dollars, and are still fishing and taking advantage of any favourable days to use the frozen bait from the freezer.'

#### *Report for 1902.*

The president of this association reports as follows:—

Froze some herring, not many, as all those frozen last year were not used as bait. The dogfish were a great nuisance to the fishermen, and for two months or over they had possession of the fishing grounds. Lately the fishing has been good. Hake and haddock principally. Only nine boats fitted out for the fall fishing and are doing anything. Squid were plentiful on the ground. We had only a few in the freezer, but we expect to do some fishing during the month of December.



## SESSIONAL PAPER No. 22

NEIL'S HARBOUR, VICTORIA CO. C.B.

*Report for 1900.*

A freezer was built at this point by private enterprise from the department's plans, and was not under the supervision of the department's inspectors. Mr. M. G. MacLeod, who was principally interested, writes :—

'Our Neil's Harbour cold storage did not prove a success, owing to the ignorance and carelessness of our men. A lot of squid were packed in it, but in such large quantities that they got red before they froze. Had the squid been properly frozen they would have been worth at least one thousand five hundred quintals of codfish to us.

When we get the Neil's Harbour storage to work well it is sure to pay, and possibly better than any other cold storage in the province of Nova Scotia. It is not the fault of the cold storage that the squid did not keep well. The storage, I believe, is all right, and with some experience will be worth thousands a year to our fishermen and ourselves. If the squid had kept in our storage last fall, we would have more codfish stored away for winter than we could handle for drying next spring. Next year I hope we will be able to give a good report.'

*Report for 1901.*

Mr. M. G. MacLeod states :—

'We imported a lot of herring from Newfoundland in November, got them well frozen and they kept well, but the weather was so blustery that we did not get an opportunity to use them.

Codfish were plentiful during the month of December, and had the weather been even fairly favourable, we would have had the largest catch of codfish that was ever taken on our coast. This is the first fall that we were well equipped with sufficient bait, and it is too bad that we did not get weather to use it.

The freezer is all right ; we are well satisfied that it is a needed want supplied.'

*Report for 1902.*

As we generally ask Mr. McLeod at the close of the year for a report of his work, he has not up to the present furnished one. But I may say he had a very good year ; caught large quantities of fish, principally salmon, and kept them in his Sydney cold storage.

The reports which follow relate to freezers which operated for the first time during the year 1901.

GABARUS, CAPE BRETON CO., C. B.

*Report for 1901.*

'The season here would have been a successful one had the ice supply kept even moderately well. The loss, I attribute to the fact, that the contents of the ice chamber were not covered. No effort was made to freeze spring herring for bait as squid are better. A number of barrels of the first run of squid were frozen and quickly used or sold, the price being about \$6.00 per barrel. One fisherman was reported to have caught \$54.00 worth of fish with \$3.00 worth of frozen bait. On the arrival of the later run of squid, ice was imported from North Sydney at heavy expense and a quantity frozen. The sale of this in the spring, will go towards reducing the heavy deficit on this year's operations. I am informed that a contract was offered this association for the delivery of bait in the spring. The location is a good one and with careful management, the next season should be a successful one.'

*Report for 1902.*

'Only 119 tons of ice were put in March last. The directors at this place like some of the other stations, are to be compared with a team of balky horses. When one



2-3 EDWARD VII., A. 1903

is ready to go ahead, the other hangs backward, and vice versa. The shareholders will have to learn to put in a board of directors of nearly one mind, and then only will the management set to work. Some of the bait held over at this place had a fair offer received for it. Knowing they had only a small quantity of ice any one would have thought they would have sold: but they did not, and in less than two weeks afterwards the whole lot had to be carted out for manure. Why should results be got at one place and disaster at another? This station should be one of the most successful as squid, the best known bait fish, strike Gabarus bay earlier than anywhere else on the coast of Nova Scotia. I leave others to say what is the reason for the ill success at this point.'

PETIT DE GRAT, RICHMOND CO., C.B., 1902.

Twenty tons capacity. Completed in October of last year. This fishing station is situated at the eastern entrance of the Strait of Canso, on Island Madame, and is as favourably located as the important port of Canso. The winter fishing at Canso is dependent upon the bait freezers, and has been built up by them. The fishermen here will now be in a position to prosecute this branch of their calling to better advantage. The freezer is completely equipped and will operate this season.

*Report for 1902.*

The board of directors decided not to begin operations until October, as the most of the fishing is done in the fall and winter in this locality. They commenced about the 6th of the month; on the 22nd the president wrote as follows:—'We have in the freezer to-day about 12 tons of good clean squid caught with the hooks, they are cleaner than those sometimes taken on the shore. That is to say, we have 480 crates. One cold storage room is full, and now commencing on the other, and it is a satisfaction to know that the freezer is working splendidly. The squid are frozen clean through, and must certainly make splendid bait. We may get it full in a couple of weeks. They got their desire fulfilled, as they have over 20 tons frozen, and everything is working nicely. Here they catch a great many haddock. A few years ago they were not thought to be very desirable, but now there is plenty of money for the fishermen who catch haddock.'

CHETICAMP, CHAPEL, INVERNESS CO., C.B., 1901.

Twenty tons capacity. The storage room of this freezer was divided unequally by a partition for the purpose of providing a small room to hold a few tons of bait, in order to avoid the necessity of icing the main storage until needed.

*Report for 1902.*

This association happened to fill their ice-houses in time. The same evening they finished harvesting, a thaw set in, and the following day the ice was all gone. A good quantity of fresh herring were frozen; some of it was used for lobster bait and the balance for codfishing. The season of 1902 has been a stormy one, and I think perhaps the worst storms have been to the north of Cape Breton. The bad stormy weather and also the very bad weather for curing the fish, for six or seven weeks there was hardly a day fit to spread fish out to dry. The fishing industry suffered very much through these two great disadvantages, but the fishermen are fully aware of the great boon of having a sure and constant supply at all times.

EASTERN HARBOUR, INVERNESS CO., C.B., 1901.

Twenty tons capacity. The plans for this sized freezer have been altered by increasing the insulation of the building, substituting matched and dressed lumber for lumber planed on one side. The storage room has been divided into two smaller rooms and the ice capacity enlarged. This freezer is the first of this type.

## SESSIONAL PAPER No. 22

*Report for 1902.*

The secretary submits the following report :—

Which shows particularly the disadvantages which have handicapped the fishermen from being successful in their fishing operations.

First of all, the weather has been quite boisterous for the latter part of the season, blowing almost constantly from the north and north-west, and preventing the fishing boats from moving out at all from their anchorage. Fish were quite plentiful, especially cod and haddock, when weather permitted. Squid has been fluctuating in the general catch, sometimes very good catches and at other times very poor. As it is the habitual custom here to catch squid about daybreak, it sometimes happens that the weather is too uncertain at such an hour to warrant the fishermen in reaching the real fishing grounds, which are considered quite remote from land. Eventually they repair to the grounds near by to land; these are infested by dogfish, where they meet terror on every hand. This is one instance where the fisherman is seriously baffled in his success and one worthy of consideration. It is noticeable here that the dogfish are not half so plentiful in deep water as they are off shore. Nevertheless, it is as voracious and devilish. The larger sized boats, owing to their stronger capacity to reach the far grounds are better able to cope with such difficulties. Now that the dogfish are thick upon the shores, lashing the waters of the gulf, fishing of almost every kind is practically suspended. It should be seriously considered that if the dogfish are left unmolested and no effective means brought about for its total destruction, the Canadian fisheries will, in a few years, fall considerably. It is certainly a nuisance our Government ought to rightly consider. I will also mention that frozen bait is being used continually whenever occasion demands. The good advantages of the freezer are only commencing to draw recognition from the fishermen at large.

## NORTH BAY, INGONISH, VICTORIA CO., C.B., 1901.

Twenty tons capacity. Completed in December. This is the last freezer completed and it is now ready to receive ice.

*Report for 1902.*

The North Bay, Ingonish, Fishermen's Bait Association, Limited, beg leave to submit their first annual report.

The annual meeting of the stockholders of the association was held at this place on August 5, 1902.

From a report submitted to the stockholders at that meeting and from other sources, the following report is compiled, with a view of presenting a history of the association since its organization, and the progress that has been made in the working of the plant. The charter is dated August 31, 1901, and the first meeting for organization, choice of officers, and kindred matters, was held on September 7, 1901.

At this meeting it was voted to erect a twenty ton freezer, and immediately thereafter contracts were made for materials and supplies, the site was selected, the land was prepared, and under the auspices of Mr. Geo. Y. Grant as foreman, work was pushed forward as rapidly as possible, and the bait freezer was completed in all essentials about Christmas, 1901.

There were originally thirty-two subscribers to the stock of the association, representing 110 shares.

The total cost of the freezer was.....	\$1,411 03
Of this sum the government has furnished.....	705 51
“ association “ .....	705 52

Mr. J. F. Fraser, formerly inspector of bait freezers, was from the beginning very earnest in his co-operation with the members of the association, not only in the inception of the work, but in every stage of its progress. Whatever assistance he could render, by advice and encouragement, was freely given, and the association wishes to express and to record their great obligation to him. Every promise of assistance made



2-3 EDWARD VII., A. 1903

by the government was promptly met, and no delays, excepting those to be anticipated, arose from any quarter.

The open winter of 1901-1902 and consequent absence of snow and ice made it difficult to supply and haul ice enough to fill the freezer. About two-thirds of the necessary amount was obtained, and there is no doubt but that by another year a full supply will be gathered early in the season.

The freezer has been of substantial benefit to the fishermen already, and there is no doubt that it will be of greater benefit hereafter.

The first fish put into the freezer were herring—on May 5, 1902—and during that month both herring and mackerel were frozen in considerable quantities. In June, salmon and mackerel were frozen.

On July 14, the first squid were frozen, and during these three months and also in August, fish were received at the freezer and were withdrawn when needed, leaving always and at this time a fair supply of frozen bait to meet the exigencies of the autumn freezing.

Many fishermen have used the frozen bait, and already cases have been reported to the association of excellent catches of cod and haddock with frozen bait, when other bait could not be obtained, and when but for this bait no fishing would have been possible; as, for example: One boat took seventy-six pounds frozen bait (mackerel) from the freezer and the catch was 500 pounds cod; another boat took seventy-nine pounds from the freezer and the catch was 900 pounds cod and haddock; another boat took forty pounds squid from the freezer and the catch was three quintals cod and haddock; another boat took ten pounds herring from the freezer and the catch was 820 pounds haddock. One boat reports a gain of forty dollars for part of the season on days when fresh bait could not be had, and when the boat would have been idle but for the freezer.

The following conclusions can fairly be drawn from the experience of the first year:—

1. The freezer works perfectly so far as the preservation of fish is concerned.
2. From what can be gathered this summer—which has been cooler than usual—the ice does not melt or waste unduly.
3. The frozen bait is in all respects good, perfectly suited for fishing, easily handled and practically available at all times and in all seasons.
4. The greatest care must be exercised that fresh fish only should be chosen for bait. Old fish, or partially decayed fish cannot be made good or fresh by freezing. Too much stress cannot be laid on this. Great watchfulness must be observed and every member of the association made to understand this vital point. Any failure to observe this rule causes dissatisfaction and complaint, and the freezer and the bait are unjustly blamed for results.
5. The boats using the frozen bait have made more money than they could have made had the freezer not been established.
6. With the habit of using the freezer the fishermen will appreciate more and more its usefulness.

Very respectfully yours,

On behalf of the association,

HENRY M. ROGERS.

SHEDIAC, WESTMORLAND CO., N.B., 1902.

This freezer was just completed last week. Has a capacity of twenty-five tons and is the first one to be erected in this province. It is under good management, and I expect good results from this station.



## SESSIONAL PAPER No. 22

The following is a list of the freezers which have been completed up to the first of January, 1903, together with a statement of their capacity, cost and the proportion of the cost paid by the department :—

## FREEZERS CONSTRUCTED UP TO JANUARY 1, 1903.

Locality.	County.	Province.	Nominal capacity.	Cost.	Proportion Government Grant.
			Tons.	\$ cts.	\$ cts.
Frog Pond.....	Prince.....	Prince Edw'd Isl'd	20	1,180 18	590 09
Alberton.....	".....	" "	30	1,347 67	673 83
Mininegash.....	".....	" "	10	840 46*	420 23
Souris.....	King's.....	" "	50	2,064 39	1,000 00
Ballentyne's Cove.....	Antigonish.....	Nova Scotia.....	20	1,361 04	861 04
Bayfield.....	".....	".....	40	1,905 89*	952 94
Port Hood.....	Inverness.....	".....	20	1,313 60	656 80
Cheticamp.....	".....	".....	20	1,277 42*	638 71
Eastern Harbour.....	".....	".....	20	1,491 02*	745 51
Ingonish.....	Victoria.....	".....	20	1,411 03*	705 51
Gabarus.....	Cape Breton.....	".....	40	1,982 82	991 41
Petit de Grat.....	Richmond.....	".....	20	1,515 95*	757 97
Whitehead.....	Guysboro'.....	".....	15	963 41*	481 70
Port Beckerton.....	".....	".....	20	1,043 08*	521 54
Sambro.....	Halifax.....	".....	50	2,246 66*	1,000 00
Port la Tour.....	Shelburne.....	".....	30	1,380 03*	690 01
Clark's Harbour.....	".....	".....	25	1,202 88*	601 44
Lower East Pubnico.....	Yarmouth.....	".....	50	2,016 39*	1,000 00
Sandy Cove.....	Digby.....	".....	20	1,427 34*	713 67
Shediac.....	Westmoreland.....	New Brunswick...	25	1,210 18*	605 09

\*Includes equipment.

During the season of 1900, four freezers operated, but in one (Port Hood Island) a test charge only was made. The total nominal capacity of the three in operation was 70 tons of bait, and 47 tons were frozen, or 67 per cent of the capacity was utilized. In 1901, thirteen freezers were in operation, having a nominal capacity of 360 tons, and 137·8 tons of bait were frozen, or 38 per cent of the capacity utilized. The tables given below show the bait freezers in use in 1900 and 1901 and the bonus earned by each :—

## SEASON OF 1900.

Freezer.	County.	Province.	Nominal Capacity.	Number of tons bait frozen.	Bonus.
			Tons.	Tons.	\$
Ballentyne's Cove.....	Antigonish.....	Nova Scotia.....	20	14	70 00
Frog Pond.....	Prince.....	Prince Edward Island.	20	23	100 00
Alberton.....	".....	" "	30	10	50 00
Port Hood.....	Inverness.....	Nova Scotia.....	20	.....	.....
Neil's Harbour..... (private freezer)	Victoria.....	".....	.....	.....	.....
Totals.....	.....	.....	.....	47	220 00

## SEASON OF 1901.

Freezer.	County.	Province.	Nominal Capacity.	Number of tons bait frozen.	Bonus earned.
			Tons.	Tons.	\$ cts.
Frog Pond.....	Prince.....	Prince Edward Island	20	20	100 00
Alberton.....	".....	".....	30	20	100 00
Souris.....	King's.....	".....	50	2	10 00
Ballentyne's Cove.....	Antigonish.....	Nova Scotia.....	20	10 1	50 50
Bayfield.....	".....	".....	10	14	70 00
Port Hood Island.....	Inverness.....	".....	20	11 8	59 00
Gabarus.....	Cape Breton.....	".....	40	10 3	51 50
Whitehead.....	Guysboro.....	".....	15	10	50 00
Port Beckerton.....	".....	".....	20	10	50 00
Sambro.....	Halifax.....	".....	30	20	100 00
Port La Tour.....	Shelburne.....	".....	30	Test charge.	
Clark's Harbour.....	".....	".....	25	"	
Lower East Pubnico.....	Yarmouth.....	".....	50	9 6	48 00

## SEASON OF 1902.

Freezer.	County.	Province.	Nominal capacity.	Number of tons bait frozen.	Bonus earned.
			Tons.	Tons.	\$ cts.
Frog Pond.....	Prince.....	Prince Edward Island..	20	20 69	100 00
Alberton.....	".....	".....	30		
Souris.....	King's.....	".....	50	No ice.....	
Ballentyne's Cove.....	Antigonish.....	Nova Scotia.....	20	".....	
Bayfield.....	".....	".....	40	30 7	100 00
Port Hood Island.....	Inverness.....	".....	20		
Gabarus.....	Cape Breton.....	".....	40		
Whitehead.....	Guysboro.....	".....	15	No ice.....	
Port Beckerton.....	".....	".....	20		
Sambro.....	Halifax.....	".....	50	20 69	100 00
Port La Tour.....	Shelburne.....	".....	30	No ice.....	
Clark's Harbour.....	".....	".....	25	20 34	100 00
Lower East Pubnico.....	Yarmouth.....	".....	50	None frozen.	
Sandy Cove.....	Digby.....	".....	20	No ice.....	
Cheticamp Chapel.....	Inverness.....	".....	20		
Eastern Harbour.....	".....	".....	20	10 65	53 25
Petit de Grat.....	Richmond.....	".....	20	20 28	100 00
North Bay.....	Victoria.....	".....	20	3 36	17 00
Miminegash.....	Miminegash.....	Prince Edward Island..	15	20 56	100 00

The matter is an important one and merits the most careful consideration of the department.

In conclusion, I need only add that the bait-freezer system as carried on under the auspices of the Dominion government has proved a genuine boon to the fishermen in every locality where the freezers have been erected. In future years there is every reason to prophesy continued progress and extension, and increased usefulness and benefit to our sea-coast population.

All of which is respectfully submitted.

Yours obediently,

PETER MACFARLANE.







# SUPPLEMENT

TO THE

THIRTY-FIFTH ANNUAL REPORT OF THE DEPARTMENT OF MARINE AND  
FISHERIES, BEING PARTLY FOR THE FISCAL YEAR ENDED JUNE 30  
1902, AND PARTLY FOR THE CALENDAR YEAR 1902

## MARINE

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### REPORTS

OF THE

## HARBOUR COMMISSIONERS

FOR

TORONTO, MONTREAL, QUEBEC, THREE RIVERS, BELLEVILLE, NORTH SYDNEY AND PICTOU

THE PILOTAGE AUTHORITIES,

THE HARBOUR AND SHIPPING MASTERS, CERTAIN PORT WARDENS, TOGETHER  
WITH STATEMENT OF WRECKS AND CASUALTIES.

CHIEFLY UP TO THE

31st DAY OF DECEMBER, 1902

*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

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EXCELLENT MAJESTY

1903

10



OTTAWA, November, 1903.

HON. RAYMOND PRÉFONTAINE,  
Minister of Marine and Fisheries.

SIR,—I have the honour to submit herewith the Supplement to the thirty-fifth Annual Report of the Marine Branch of the Department of Marine and Fisheries, being for the year 1902, containing a statement of merchant shipping, wrecks and casualties ; list of certificates granted to masters and mates ; the reports of the harbour commissioners of Toronto, Belleville, Montreal, Quebec, Three Rivers and North Sydney ; list of harbour masters ; reports of harbour masters generally ; reports of pilotage commissioners ; reports of port wardens, and list of shipping masters.

I have the honour to be, sir,  
Your obedient servant,

F. GOURDEAU,  
*Deputy Minister of Marine and Fisheries.*



# CONTENTS.

## A.

	PAGE.
Annapolis, N.S., Port Warden, Report of .....	141

## B.

Belleville Harbour Commissioners, Report of .....	62
Buctouche Pilotage Authority " .....	117
Bathurst " " .....	116

## C.

Caraquet Pilotage Authority, Report of .....	119
Charlotte County Pilotage Authority, Report of .....	120
Chatham Port Warden, Report of .....	151

## H.

Harbour Commissioners—	
Montreal, Report of (1901) .....	11
" " (1902) .....	31
Toronto " .....	65
Quebec " .....	83
Belleville " .....	62
Three Rivers " .....	54
North Sydney " .....	72
Pictou " .....	70
Halifax Pilotage Authority, Report of .....	96
Harvey " " .....	
Harbour Masters, List of, and Ports Proclaimed .....	157
Halifax Port Warden, Report of .....	142
Hopewell Cape, N.B., Port Warden, Report of .....	153

## K.

Kent County Pilotage Authority, Report of .....	118
---	-----

## M.

Montreal Harbour Commissioners, Report of (1901) .....	11
" " " (1902) .....	31
" Pilotage Authority, Report of .....	74
Miramichi " " .....	121
Merchant Shipping .....	1
" Comparative Statement .....	4
" New Vessels .....	6
" Comparative Statement of New Vessels .....	8
" Statement showing tonnage of each of the Maritime States of the World .....	10
Masters and Mates' Certificates, Competency, Foreign Sea-going Vessels .....	173
" " " Inland and Coasting .....	167
Montreal Port Warden, Report of .....	133
Moncton " " .....	



## N.

	PAGE.
North Sydney Harbour Commissioners, Report of.....	72
New Vessels, Statement of, for Year ending December 31, 1902.....	6
"    Comparative Statement from 1874—1902.....	8
Nanaimo Pilotage Authority, Report of.....	126
North Sydney Port Warden, Report of.....	

## P.

Pictou Harbour Commissioners, Report of.....	70
"    Pilotage Authority, Report of.....	
Pugwash    "    ".....	110
Parrsboro'  "    ".....	109
Pictou Port Warden.....	144
Port Hawkesbury Port Warden, Report of.....	143
Prince Edward Island Port Warden  ".....	155
Pilotage Authorities—	
Montreal, Report of.....	74
Quebec    ".....	83
Halifax    ".....	96
St. John    ".....	112
Pictou    ".....	
Sydney    ".....	101
St. Mary's and Liscomb, Report of.....	105
Caraquet, Report of.....	119
Miramichi    ".....	121
Charlotte County, Report of.....	120
Kent County    ".....	118
Shediac    ".....	125
Yale and New Westminster, Report of.....	128
Victoria and Esquimalt    ".....	130
Pugwash, Report of.....	110
Richmond County, Report of.....	108
Nanaimo, Report of.....	126
Buctouche    ".....	117
Parrsboro'  ".....	109
Bathurst    ".....	116
Port Wardens—	
Montreal, Report of.....	133
Quebec    ".....	139
Rimouski    ".....	141
Halifax    ".....	142
North Sydney, Report of.....	
Pictou, Report of.....	144
Port Hawkesbury, Report of.....	143
Sydney, C.B., Report of.....	
Yarmouth    ".....	150
Chatham    ".....	151
Moncton    ".....	
St. Andrew's  ".....	154
Prince Edward Island, Report of.....	155
Vancouver, Report of.....	
Victoria and Esquimalt, Report of.....	156
Annapolis, N.S., Report of.....	141
Whitney Pier, C.B.,  ".....	145
Hopewell Cape,    ".....	153

SESSIONAL PAPER No. 23

Q.

	PAGE.
Quebec Harbour Commissioners, Report of .....	37
" Pilotage Authority " .....	83
" Port Warden, Report of.....	139

R.

Richmond County Pilotage Authority, Report of.....	108
Rimouski Port Warden, Report of.....	141

S.

St. John Pilotage Authority, Report of.....	112
Sydney " " .....	101
St. Mary's and Liscomb Pilotage Authority, Report of.....	105
Shediac Pilotage Authority, Report of.....	125
Shipping Masters Statement of Shipping and Discharging Seamen.....	162
Sydney, C.B., Port Warden, Report of.....	
St. Andrew's " " .....	154

T.

Toronto Harbour Commissioners, Report of.....	65
Three Rivers " " .....	54

V.

Victoria and Esquimalt Pilotage Authority, Report of.....	130
" " Port Warden " .....	156
Vancouver, Port Warden, Report of.....	

W.

Wrecks and Casualties—	
Sea-going Vessels. . . . .	174
Whitney Pier, C.B., Port Warden, Report of.....	145

Y.

Yale and New Westminster Pilotage Authority, Report of.....	128
Yarmouth Port Warden, Report of .....	150





## APPENDIX No. I.

## MERCHANT SHIPPING.

The total number of vessels remaining on the register books of the Dominion on the 31st December, 1902, including old and new vessels, sailing vessels, steamers and barges, was 6,836, measuring 652,613 tons register tonnage, being an increase of 44 vessels, and a decrease of 11,870 tons register, as compared with 1901. The number of steamers on the registry books on the same date was 2,289 with a gross tonnage of 303,353 tons. Assuming the average value to be \$30 per ton, the value of the registered tonnage of Canada, on the 31st December last, would be \$19,578,390.

The number of new vessels built and registered in the Dominion of Canada during the last year was 296, measuring 30,216 tons register tonnage. Estimating the value of the new tonnage at \$45 per ton, it gives a total value of \$1,359,720 for new vessels.

A statement follows, showing the number of vessels and number of tons on the register books at the different ports of registry in the Dominion, on the 31st December last, along with a comparative statement of the tonnage from 1874 to 1902. A statement is also published of the number of vessels built and registered in the Dominion during the last year, and a comparative statement of the number of new vessels built and registered from 1874 to 1902, both inclusive. A comparative statement is also given of the tonnage of the Maritime States of the world.

STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, on December 31, 1902.

## PROVINCE OF NEW BRUNSWICK.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Chatham.....	341	43	2,100	7,334
Dorchester.....	5			1,661
Moncton.....	13	1	20	1,625
Richibucto.....	19	4	129	2,110
Sackville.....	11	3	65	597
St. Andrews.....	151	7	591	3,058
St. John.....	377	71	7,086	48,220
Total.....	917	129	9,991	64,605

2-3 EDWARD VII., A. 1903

STATEMENT showing the number of Vessels and number of Tons on the Registry Books,  
&c.—Continued.

## PROVINCE OF NOVA SCOTIA.

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Amherst.....	5			118
Annapolis.....	46	1	32	5,226
Arichat.....	105	2	71	3,644
Barrington.....	46	2	59	1,461
Canso.....	25			560
Digby.....	121	4	128	4,838
Guysboro'.....	16			629
Halifax.....	432	60	7,499	19,348
Liverpool.....	82	3	185	7,741
Lunenburg.....	331	7	568	30,692
Maitland.....	21			13,715
Parrsboro'.....	129	3	259	30,565
Pictou.....	60	22	3,112	6,493
Port Hawkesbury.....	72	3	131	2,243
Port Medway.....	21	1	138	1,978
Shelburne.....	80	3	68	4,668
Sydney.....	99	17	979	6,505
Truro.....	1			122
Weymouth.....	35	1	21	2,074
Windsor.....	111	15	2,830	49,753
Yarmouth.....	199	28	4,450	20,594
Total.....	2,037	172	20,530	212,967

## PROVINCE OF QUEBEC.

Amherst (Magdalen Islands).....	15			505
Gaspé.....	30			1,412
Montreal.....	576	206	55,806	91,347
Paspébiac.....	13	3	88	1,078
Quebec.....	654	154	21,966	42,318
Total.....	1,288	363	77,860	136,660

## PROVINCE OF ONTARIO.

Amherstburg.....	11	7	196	242
Belleveille.....	18	14	309	612
Bowmanville.....	2			282
Brockville.....	24	23	521	327
Chatham.....	22	15	585	699
Cobourg.....	5	1	23	489
Collingwood.....	73	71	10,556	7,548
Cornwall.....	2	2	46	32
Deseronto.....	16	11	1,300	1,398
Dunnville.....	1			57
Goderich.....	37	29	971	1,362
Hamilton.....	49	41	6,114	5,026
Kingston.....	174	88	11,030	23,415
Lindsay.....	51	31	859	1,855
Napanee.....	1			122
Oakville.....	1			26
Ottawa.....	364	197	20,559	28,723
Owen Sound.....	43	40	7,647	5,351
Peterborough.....	39	35	997	890
Pictou.....	20	11	2,884	3,492

## SESSIONAL PAPER No. 23

STATEMENT showing the number of Vessels and number of Tons on the Registry Books—*c.—Concluded.*

PROVINCE OF ONTARIO—*Concluded.*

Name of Port.	Total Number of Sailing Ships and Steamers.	Number of Steamers.	Gross Tonnage of Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
Port Arthur.....	26	25	3,553	2,342
Port Burwell.....	6	5	54	95
Port Dover.....	12	7	201	590
Port Hope.....	47	28	1,956	3,979
Port Rowan.....	5	2	35	271
Port Stanley.....	9	9	1,346	840
Prescott.....	39	16	995	7,076
Rat Portage.....	14	14	637	353
Sarnia.....	35	28	9,042	7,023
Saugeen.....	14	12	593	607
Sault Ste. Marie.....	38	33	1,916	6,939
St. Catharines.....	92	59	4,588	9,976
Toronto.....	320	240	27,674	24,921
Wallaceburg.....	32	18	1,222	2,463
Whitby.....	3			514
Windsor.....	54	26	7,201	6,512
Total.....	1,699	1,138	125,610	156,449

## PROVINCE OF PRINCE EDWARD ISLAND.

Charlottetown.....	156	16	3,272	13,464
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## PROVINCE OF BRITISH COLUMBIA.

New Westminster.....	154	90	6,503	9,326
Vancouver.....	185	140	16,781	16,280
Victoria.....	245	129	31,766	32,686
Total.....	584	359	55,050	58,292

## PROVINCE OF MANITOBA.

Winnipeg.....	139	97	7,030	7,536
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## YUKON DISTRICT.

Dawson City.....	16	15	4,010	2,640
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## SUMMARY.

New Brunswick.....	917	129	9,991	64,605
Nova Scotia.....	2,037	172	20,530	212,967
Quebec.....	1,288	363	77,860	136,660
Ontario.....	1,699	1,138	125,610	156,449
P. E. Island.....	156	16	3,272	13,464
British Columbia.....	584	359	55,050	58,292
Manitoba.....	139	97	7,030	7,536
Yukon District.....	16	15	4,010	2,640
Grand total.....	6,836	2,289	303,353	652,613



2-3 EDWARD VII., A. 1903

COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada on the 31st December in each year, from 1874 to 1902.

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,144	294,741	1,133	307,926	1,154	324,513	1,133	329,457	1,142	335,965
Nova Scotia....	2,787	479,669	2,786	505,144	2,867	529,252	2,961	541,579	3,003	553,368
Quebec.....	1,837	218,946	1,831	222,965	1,902	228,502	1,951	248,399	1,676	248,349
Ontario.....	815	113,008	825	114,990	889	123,947	926	131,761	958	135,440
P. E. Island...	312	48,388	335	50,677	338	50,692	342	55,547	322	54,250
B. Columbia...	35	3,611	40	3,685	40	3,809	43	3,479	51	4,482
Manitoba.....	.....	.....	2	178	2	178	6	246	17	1,161
Total.....	6,930	1,158,363	6,952	1,205,565	7,192	1,260,893	7,362	1,310,468	7,169	1,333,015
	1879.		1880.		1881.		1882.		1883.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,135	340,491	1,097	336,976	1,087	333,215	1,065	308,980	1,107	315,966
Nova Scotia....	2,975	552,159	2,977	550,448	3,025	558,911	3,026	546,778	3,037	541,715
Quebec.....	1,975	246,025	1,889	233,341	1,830	224,936	1,754	215,804	1,739	216,577
Ontario.....	1,006	136,987	1,042	137,481	1,081	139,998	1,112	137,061	1,133	140,972
P. E. Island...	298	49,807	288	45,931	273	45,410	248	41,684	241	49,446
B. Columbia...	60	4,701	63	5,049	74	6,296	84	7,687	94	9,046
Manitoba.....	22	1,924	21	1,992	24	2,130	23	2,783	24	2,778
Total.....	7,471	1,332,094	7,377	1,311,218	7,394	1,310,896	7,312	1,260,777	7,375	1,276,440
	1884.		1885.		1886.		1887.		1888.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,096	308,131	1,060	288,589	1,042	269,224	1,027	255,126	1,009	239,332
Nova Scotia....	2,942	544,048	2,988	541,832	2,929	526,921	2,845	498,873	2,851	485,709
Quebec.....	1,628	202,842	1,631	203,635	1,650	232,556	1,586	189,064	1,498	178,520
Ontario.....	1,184	142,387	1,223	144,487	1,248	140,929	1,275	139,548	1,330	139,502
P. E. Island...	234	39,213	227	36,040	225	30,658	225	29,031	218	26,586
B. Columbia...	116	11,403	123	11,834	134	11,900	149	12,789	167	14,249
Manitoba.....	55	5,722	63	5,439	65	5,578	71	5,871	69	5,744
Total.....	7,255	1,253,747	7,315	1,231,856	7,293	1,217,766	7,178	1,130,307	7,142	1,089,642
	1889.		1890		1891.		1892.		1893.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,013	218,873	981	209,460	969	193,193	946	181,779	1,010	156,086
Nova Scotia....	2,855	464,431	2,793	464,194	2,778	461,758	2,731	425,690	2,715	396,263
Quebec.....	1,455	168,500	1,399	164,003	1,404	162,330	1,408	162,638	1,426	161,121
Ontario.....	1,352	141,839	1,312	138,738	1,345	138,914	1,347	141,750	1,370	146,665
P. E. Island...	224	25,506	231	26,080	195	23,316	196	22,706	188	20,970
B. Columbia...	176	15,241	196	16,024	246	19,767	298	23,448	315	24,900
Manitoba.....	77	6,091	79	6,475	78	6,197	81	6,118	89	6,534
Total.....	7,152	1,040,481	6,991	1,024,974	7,015	1,005,475	7,007	964,129	7,113	912,539

## SESSIONAL PAPER No. 23

COMPARATIVE STATEMENT showing the number of Vessels and number of Tons on the Registry Books of the Dominion of Canada, &c.—*Concluded.*

Provinces.	1894.		1895.		1896.		1897.		1898.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick	1,003	136,257	975	122,417	964	115,506	923	103,584	903	89,257
Nova Scotia...	2,710	371,432	2,683	343,356	2,669	317,526	2,204	283,056	2,167	262,176
Quebec.....	1,427	160,590	1,454	158,776	1,469	153,649	1,480	158,077	1,378	144,447
Ontario.....	1,480	148,525	1,508	148,609	1,525	146,522	1,424	135,349	1,452	134,180
P. E. Island ..	191	19,650	190	19,323	174	16,540	174	15,812	178	15,979
B. Columbia ..	336	26,455	346	25,988	363	26,622	364	28,604	444	40,304
Manitoba.....	98	6,715	106	7,307	115	7,934	115	7,272	121	7,439
Total.....	7,245	869,624	7,262	825,776	7,279	789,299	6,684	731,754	6,643	693,782

	1899.		1900.		1901.		1902.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	920	86,288	927	78,708	915	75,293	917	64,605
Nova Scotia.....	2,121	243,457	2,121	226,817	1,980	214,560	2,037	212,967
Quebec.....	1,375	144,586	1,247	138,136	1,265	142,664	1,288	136,660
Ontario.....	1,488	135,234	1,610	141,112	1,635	145,227	1,699	156,449
Prince Edward Island.....	171	14,660	176	14,251	180	14,729	156	13,444
British Columbia.....	488	44,415	515	51,095	676	62,102	584	58,292
Manitoba.....	126	9,108	128	7,147	130	7,445	139	7,536
Yukon District.....	9	1,604	11	2,268	11	2,463	16	2,640
Total.....	6,698	679,352	6,735	659,534	6,792	664,483	6,836	652,613

2-3 EDWARD VII., A. 1903

LIST of Ports at which Vessels may be Registered, showing the number of New Vessels Built and Registered in the Dominion of Canada, during the Year ended December 31, 1902.

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.	Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
PROVINCE OF NEW BRUNSWICK.			PROVINCE OF ONTARIO.		
Chatham.....	11	272	Amherstburg.....	Nil.	Nil.
Dorchester.....	Nil.	Nil.	Belleville.....	Nil.	Nil.
Moncton.....	Nil.	Nil.	Bowmanville.....	Nil.	Nil.
Richibucto.....	1	21	Brockville.....	Nil.	Nil.
Sackville.....	Nil.	Nil.	Chatham.....	Nil.	Nil.
St. Andrews.....	2	33	Cobourg.....	Nil.	Nil.
St. John.....	9	729	Collingwood.....	5	2,313
Total.....	23	1,055	Cornwall.....	Nil.	Nil.
PROVINCE OF NOVA SCOTIA.			Deseronto.....	Nil.	Nil.
Amherst.....	Nil.	Nil.	Dunnville.....	Nil.	Nil.
Annapolis.....	1	386	Goderich.....	2	67
Arichat.....	13	202	Hamilton.....	Nil.	Nil.
Barrington.....	Nil.	Nil.	Kingston.....	5	59
Canso.....	4	1,111	Lindsay.....	7	142
Digby.....	11	221	Morrisburg.....	Nil.	Nil.
Guysboro'.....	Nil.	Nil.	Napanee.....	Nil.	Nil.
Halifax.....	14	435	Oakville.....	Nil.	Nil.
Liverpool.....	10	1,516	Ottawa.....	9	488
Lunenburg.....	45	4,658	Owen Sound.....	2	1,477
Maitland.....	3	507	Peterborough.....	4	19
Parsonsboro'.....	10	2,835	Pictou.....	Nil.	Nil.
Pictou.....	1	96	Port Arthur.....	1	80
Port Hawkesbury.....	1	39	Port Burwell.....	Nil.	Nil.
Port Medway.....	1	11	Port Colborne.....	Nil.	Nil.
Shelburne.....	8	703	Port Dover.....	Nil.	Nil.
Sydney.....	2	21	Port Hope.....	Nil.	Nil.
Truro.....	Nil.	Nil.	Port Rowan.....	Nil.	Nil.
Weymouth.....	1	40	Port Stanley.....	1	149
Windsor.....	6	1,459	Prescott.....	Nil.	Nil.
Yarmouth.....	9	587	Rat Portage.....	1	29
Total.....	140	14,827	Sarnia.....	Nil.	Nil.
PROVINCE OF QUEBEC.			Saugeen.....	2	45
Amherst (Magdalen Is- lands).....	1	32	Sault Ste. Marie.....	3	3,352
Gaspe.....	Nil.	Nil.	St. Catharines.....	2	49
Montreal.....	11	947	Toronto.....	14	470
Paspébiac.....	1	67	Wallaceburg.....	2	22
Quebec.....	23	944	Whitby.....	Nil.	Nil.
Total.....	36	1,990	Windsor.....	Nil.	Nil.
PROVINCE OF PRINCE EDWARD ISLAND.			Total.....	60	8,791
Charlottetown.....	8	530			



SESSIONAL PAPER No. 23

List of Ports at which Vessels may be Registered, showing the number of New Vessels built and registered, &c.—*Concluded.*

Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.	Name of Port.	Total Number of Sailing Ships and Steamers.	Total Net Tonnage of Sailing Ships and Steamers.
PROVINCE OF BRITISH COLUMBIA.			SUMMARY.		
New Westminster.....	5	339	New Brunswick.....	23	1,055
Vancouver.....	25	1,160	Nova Scotia.....	140	14,827
Victoria.....	6	1,051	Quebec.....	36	1,990
Total.....	36	2,550	Ontario.....	60	8,791
PROVINCE OF MANITOBA.			Prince Edward Island...	8	530
Winnipeg.....	10	137	British Columbia.....	36	2,550
YUKON DISTRICT.			Manitoba.....	10	137
Dawson City.....	3	326	Yukon District.....	3	336
			Total.....	316	30,216

2-3 EDWARD VII., A. 1903

COMPARATIVE STATEMENT of New Vessels Built and Registered in the Dominion  
1902, both

Provinces.	1874.		1875.		1876.		1877.		1878.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	90	42,027	65	33,483	61	31,040	54	31,158	56	27,368
Nova Scotia.....	175	84,480	177	67,106	194	58,771	219	47,980	166	49,784
Quebec.....	73	20,796	103	22,825	51	17,800	62	19,253	46	10,870
Ontario.....	50	10,797	53	7,760	47	5,397	28	3,316	30	2,409
Prince Edward Island.....	88	24,634	83	19,838	62	14,571	62	17,026	38	10,382
British Columbia.....	5	276	.....	.....	1	121	2	204	2	45
Manitoba.....	.....	.....	.....	.....	.....	.....	3	48	1	15
	481	183,010	481	151,012	416	127,700	430	118,985	339	100,873
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered.....	6	7,746	.....	.....	3	2,721	2	1,943	1	663
Add new vessels which left Quebec for registration in Germany.....	.....	.....	.....	.....	1	480	.....	.....	.....	.....
Total.....	487	190,756	481	151,012	420	130,901	432	120,928	340	101,536

Provinces.	1888.		1889.		1890.		1891.		1892.		1893.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
New Brunswick.....	32	2,530	50	4,792	35	5,572	43	6,269	21	1,873	119	2,819
Nova Scotia.....	116	12,965	126	19,645	150	33,907	130	35,528	105	16,446	111	15,089
Quebec.....	23	2,669	27	3,759	25	4,880	46	4,200	34	2,620	53	4,220
Ontario.....	62	5,095	45	3,259	41	4,917	44	2,662	34	3,684	49	4,126
Prince Edward Island...	12	1,412	12	1,503	12	2,008	5	1,000	9	967	3	634
British Columbia.....	18	448	12	840	15	876	41	2,364	46	2,887	19	944
Manitoba.....	1	11	8	548	7	218	3	122	6	296	8	608
Yukon District.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	264	25,130	280	34,346	285	52,378	312	52,145	255	28,773	362	28,440
Add new vessels built in Canada which proceeded to the United Kingdom under a Governor's pass without being registered.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Add new vessels which left Quebec for registration in Germany.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	264	25,130	280	34,346	285	52,378	312	52,145	255	28,773	362	28,440

SESSIONAL PAPER No. 23

of Canada during the Year ended 31st December, in each Year, from 1874 to inclusive.

1879.		1880.		1881.		1882.		1883.		1884.		1885.		1886.		1887.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
43	19,067	63	18,896	57	18,259	66	16,820	72	21,103	46	12,888	34	7,736	34	4,931	18	2,909
126	39,208	126	31,257	150	40,465	117	26,711	202	35,765	178	42,032	102	24,703	93	20,948	87	12,310
29	7,421	33	8,219	56	5,673	26	6,785	42	6,591	32	3,815	29	4,556	27	2,683	28	2,888
42	2,464	44	3,610	54	5,111	55	4,369	34	4,311	58	4,446	45	4,509	52	2,075	66	2,993
20	5,279	21	3,359	15	4,351	15	3,508	17	5,343	21	5,189	11	1,707	12	1,318	7	601
5	788	.....	.....	2	85	8	1,631	5	849	15	675	6	648	8	154	9	376
...	.....	1	100	3	116	1	289	2	125	37	3,366	13	320	3	98	8	439
265	74,227	288	65,441	337	74,060	288	60,113	374	74,097	387	72,411	240	44,179	229	32,207	223	22,516
....	.....	.....	.....	.....	.....	1	1,029	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
265	74,227	288	65,441	337	74,060	289	61,142	374	74,090	387	72,411	240	44,179	229	32,207	223	22,516

1894.		1895.		1896.		1897.		1898.		1899.		1900.		1901.		1902.	
Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
40	2,534	27	714	24	627	33	1,738	31	790	31	798	22	762	25	1,141	23	1,055
128	8,721	89	4,762	97	7,704	54	4,259	67	4,962	92	7,594	117	9,416	133	14,660	140	14,827
55	4,412	49	4,335	36	3,969	49	4,227	51	4,139	35	5,943	50	4,301	43	7,421	16	1,990
64	3,137	52	3,732	38	1,757	50	3,850	46	1,872	52	3,419	58	3,734	62	2,665	60	8,791
3	183	1	196	3	111	3	226	5	372	3	56	3	106	6	589	8	530
25	1,900	18	1,709	22	1,466	26	2,429	72	12,228	51	2,734	43	3,837	62	7,728	36	2,550
11	356	14	822	7	512	16	365	6	159	13	554	3	109	3	112	10	137
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	61	1	165	3	336
326	21,243	250	16,270	227	16,146	231	17,094	278	24,522	277	21,098	297	22,326	335	34,481	296	30,216
....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
326	21,243	250	16,270	227	16,146	231	17,094	278	24,522	277	21,098	297	22,326	335	34,481	296	30,216



STATEMENT showing the Tonnage of each of the Maritime States of the World compiled the Répertoire Général for 1901-1903.

Nationality.	Steamers.	Gross Tonnage of Steamers.	Net Tonnage of Steamers.	Sailing Vessels.	Net Tonnage of Sailing Vessels.	Total Net Tonnage.
British, including Canada and the Colonies.....	8,147	13,706,101	8,232,651	7,227	2,242,578	10,475,229
American.....	820	1,504,022	1,021,928	3,882	1,438,354	2,460,282
German.....	1,399	2,657,931	1,642,891	1,212	536,925	2,179,816
Norwegian.....	913	878,073	545,451	1,876	808,935	1,354,386
French.....	849	1,142,330	576,524	1,791	479,967	1,056,491
Italian.....	376	724,435	458,047	1,578	530,168	988,215
Canadian (664, 483).....						
Russian.....	617	588,234	354,299	2,977	543,015	897,314
Spanish.....	486	751,327	486,216	394	99,232	585,449
Swedish.....	683	457,471	321,118	1,649	285,670	606,788
Dutch.....	340	570,080	363,505	702	113,633	482,138
Danish.....	382	442,951	2,690,026	908	131,885	400,911
Grecian.....	176	281,196	184,408	914	176,184	360,592
Japanese.....	514	551,117	344,990	1,520	173,518	518,508
Turkish.....	108	98,571	61,096	915	180,411	241,507
Austrian.....	256	525,492	328,213	129	33,087	361,300
Brazilian.....	221	136,105	86,677	341	76,660	163,337
Chilian.....	52	64,929	40,656	113	51,062	91,708
Belgian.....	158	169,444	114,925	13	3,090	118,015
Portuguese.....	44	47,887	29,801	278	55,930	85,731
Argentine.....	105	68,949	43,144	160	41,817	84,961
Hawaiian.....						
Peruvian.....	5	6,377	4,253	35	23,399	27,652
Chinese.....	42	58,390	36,936	12	1,661	38,597
Uruguay.....	31	22,773	15,379			15,379
Roumanian.....	26	20,754	12,700	23	4,207	16,907
Egyptian.....	8	5,463	3,438	6	1,481	4,919
Mexican.....	25	12,317	7,237	48	8,747	15,984
Nicaragua.....	2	783	420	18	9,827	10,247
Guatemala.....				12	3,066	3,066
Siamese.....	6	2,601	1,561	12	4,088	5,649
Venezuelan.....	11	5,943	3,493	17	2,911	6,404
Arabian.....				2	1,485	1,485
Haytian.....	5	2,122	893	14	2,471	3,364
Montenegrin.....				18	4,405	4,405
Colombian.....	1	881	457	4	1,254	1,711
Zanzibar.....	2	2,478	1,656			1,656
Persian.....	1	838	379	1	608	1,187
Bolivian.....				1	601	601
Bulgarian.....	2	1,977	1,295	1	110	1,405
San Domingo.....				8	1,235	1,235
Corean.....	3	1,545	1,168			1,168
Costa Rica.....	3	1,120	686	2	551	1,237
Sarawak.....	3	2,152	1,331	1	347	1,678
Liberian.....				3	916	916
Ecuador.....				1	257	257
Tunisian.....	1	75	11	2	514	525
San Salvador.....				3	514	514
Borneo.....						
Paraguay.....	1	282	232			232
Servian.....	1	264	112			112
Honduras.....	2	263	115	2	190	314
Cuban.....	43	32,280	24,753	121	11,510	36,263
Unknown.....	21	33,479	20,217	71	11,589	32,806
Oriental Republic.....				67	25,925	25,925
Total.....	16,891	25,587,802	15,644,488	29,304	8,131,984	23,776,472

SESSIONAL PAPER No. 23

## APPENDIX No. 2.

REPORT OF THE MONTREAL HARBOUR COMMISSIONERS FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1901.*(Only portion relating to Harbour Master's Office has appeared in Supplement of 1901.)*HARBOUR COMMISSIONERS OF MONTREAL,  
SECRETARY'S OFFICE, MONTREAL, February 11, 1903.F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to forward herewith, for the information of the Hon. the Minister of Marine and Fisheries, a summarized statement of the operations of the corporation for the year ended December 31, 1901.

The ordinary revenue was \$270,411.17, a decrease of \$16,658.01 from that of the previous year. The tariff of wharfage rates on about sixty per cent of the articles for export was reduced fifty per cent, which caused a falling off in that portion of the revenue estimated at \$52,609.83 from what it would have been had the tariff been the same as in the previous year. The revenue from imports increased \$31,187.58, and that from local wharfages \$1,130.60, while the exports show a decrease of \$43,834.57, owing to the reduction in the tariff, as above mentioned.

The cost of management, maintenance and repairs, apart from expenditure on capital account, was \$128,575.27, being an increase of \$43,191.33 over the previous year. The expenditure on harbour repairs for 1901 was \$79,460.80, being \$36,781.99 over that of 1900. This excess accounts for the larger part of the increase of expenditure aforementioned. The interest and annuity of \$600 were \$176,632.05, the increase of \$12,493.16 being for interest on loans received during the year to carry out the works of improvement.

The amount expended on capital account for the year was \$455,497.63, as against \$390,314.90 in 1900, towards which the city of Montreal contributes \$90,508.89 on account of harbour improvements. The commission, under agreement with the city of Montreal, constructed a further portion of the flood protection wall, upon which \$99,413.90 was expended; this amount added to the expenditure on capital account, makes \$554,911.53 spent on permanent improvements.

The sum of \$150,000 was raised on loan from the Dominion of Canada, on account of the \$2,000,000 authorized by the Act 61 Victoria, chapter 47, for harbour improvements.

One million eight hundred and fifty thousand dollars authorized by the Act 61 Victoria, chapter 47, amended by the Act 62-63 Victoria, chapter 36, was available towards covering the cost of harbour improvements carried out and those still to be done, and the amount still to be contributed by the city of Montreal for future work, under agreement of September 12, 1899, was \$172,499.45 for general improvements, and for the guard pier construction, \$9,039.05. Towards the erection of a grain elevator and other harbour equipment, there was available the \$1,000,000 authorized to be loaned to the corporation by the Act 1 Edward VII., chapter 9.

The total bonded debt at the end of the year was \$4,372,000, of which \$2,222,000 is due to the public, and \$2,150,000 to the government, upon which the average rate of interest is about  $3\frac{7}{8}$  per cent per annum.

The usual report of the past year of the harbour master has already been transmitted to you, while that of the chief engineer on the works, for the improvement and maintenance of the harbour, is transmitted herewith.

I have the honour to be, sir, your obedient servant,

DAVID SEATH, *Secretary-Treasurer.*



SUMMARIZED STATEMENT of operations for the year ended December 31, 1901.

Balance and Receipts.	Revenue.	Capital.	Disbursements and Balance.	Revenue.	Capital.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Balance from 1900 .....	\$273,529 70		Refunds of wharffages inwards and outwards .....	64 26	
Held for Montreal Decayed Pilots' Fund in trust:			Administrative staff, salaries and fees .....	25,022 91	
Harbour Deleutures and			Annuity .....	600 00	
City Stock .....	51,000 00		Miscellaneous expenses, taxes, heating, printing, advertising, travelling, legal, notarial and other expenses .....	12,804 28	
Cash on hand and in City			Electric Lighting of Harbour .....	4,009 10	
and District Savings			Harbour Surveys .....	1,551 64	
Bank .....	3,819 39		Maintenance of Dredging .....	2,449 32	
	54,819 39		Buoys and Beacons maintained by the Commission .....	23 01	
			Harbour Repairs, maintenance of wharves, &c .....	79,460 80	
			Interest .....	176,032 65	
			Premium for employer's legal liability insurance .....	3,189 15	195 90
Collector of Customs:			Harbour of Montreal, establishing boundary .....		4,041 62
Wharffage dues on imports .....	\$ 132,614 68		Windmill Point Basin, dredging .....		443 04
" " exports .....	87,683 05		" Wharf, dump man .....		10,419 09
			Harbour Railway, (see contra for credit) .....		1,955 80
Wharfing, local traffic, &c. ....	220,297 73		Harbour Dredging Fleet, (see contra for credit) .....		99,415 40
Wharffage dues not paid at Customs, 1900 .....	30,991 62		City Flood Wall, (see contra for credit) .....		388,537 13
Proceeds sale of unclaimed goods .....	13 80		Harbour Enlargement, dredging .....		248 30
Rental Harbour trucks and properties .....	69 25		Harbour Repairs, (see contra for credit) .....		18,963 98
W. J. Connors, et al, indemnity for cancelling allot- ment .....	13,038 74		Harbour Enlargement, (see contra for credit) .....		8,470 23
Harbour Plant, sale of builders' derricks .....	6,000 00		Guard Pier Construction, (see contra for credit) .....		18,936 17
Harbour Dredging Fleet, old materials sold .....		500 00	Ship Channel in Harbour .....		5,156 57
Harbour Railway, old materials sold .....		1,955 80	Harbour Plant, deduction made for depreciation .....		1,116 84
Harbour Repairs, old materials sold .....		446 40	Real Estate—Improvements .....		182 21
Harbour Enlargement, use of diver .....		248 30	Elevator Account .....		60,813 81
Harbour Enlargement, City of Montreal .....		18 75	Security deposits refunded .....		831 25
City Flood Wall, " City of Montreal .....		88,569 62	Pilotage Expenses .....		
" " City of Montreal .....		1 50	Montreal Decayed Pilots' Fund:		
Guard Pier .....		99,413 90	Pensions to old pilots and widows .....	\$ 5,649 90	
Chart Account, charts sold .....		1,939 27	Audit of fund, etc .....	35 00	
Security deposits, for due fulfilment of contracts .....		44 25			
Pilotage Expenses, 2 p.c. of pilotage dues .....		9,726 92	Disbursements on Capital account .....		625,412 24
		1,412 76	" " on Revenue account .....		305,297 32
			Total disbursements .....		930,619 56



## SESSIONAL PAPER No. 23

<p>Montreal Decayed Pilots' Fund :</p> <p>5 p.c. of pilotage dues ..... \$ 3,251 17</p> <p>Interest on invested funds ..... 2,369 85</p> <hr/> <p>Dominion of Canada under the Act 61 Vic, Chap. 47. ....</p> <hr/> <p>Balance and receipts on capital account.....</p> <p>Receipts on Revenue account .....</p>	<p>5,621 02</p> <hr/> <p>150,000 00</p> <hr/> <p>788,247 58</p> <hr/> <p>270,411 17</p> <hr/> <p>1,058,658 72</p>	<p>Balance December 31, 1901 :</p> <p>Cash.....\$ 5,183 77</p> <p>Bank of Montreal, coupon account . . . 100 00</p> <hr/> <p>\$ 5,283 77</p> <p>Sundry accounts receivable..... 94,075 41</p> <p>Value of materials in stock. .... 128,681 26</p> <p>Discount on debentures 'H' &amp; 'J'... 19,272 23</p> <hr/> <p>247,312 67</p> <p>Less interest accrued and coupons outstanding...\$86,524 81</p> <p>Bank of Montreal (paid January 22, 1902)..... 85,815 06</p> <p>Account unadjusted Dec. 31, 1901..... 1,689 15</p> <hr/> <p>174,029 02</p> <hr/> <p>73,283 65</p> <p>Montreal Decayed Pilots' Fund :</p> <p>Harbour debentures and city stock..... 51,000 00</p> <p>Deposit, City and District Sav. Bank. .... 3,755 19</p> <p>Cash..... 0 32</p> <hr/> <p>54,755 51</p> <hr/> <p>128,039 16</p> <hr/> <p>1,058,658 72</p>
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Certified.

DAVID SEATH,  
*Secretary-Treasurer.*

Verified as per report.

RIDDELL & COMMON, C.A.,  
*Auditors.*

2-3 EDWARD VII., A. 1903

## HARBOUR COMMISSIONERS OF MONTREAL,

CHIEF ENGINEER'S OFFICE,

MONTREAL, November 20, 1902.

DAVID SEATH, Esq.,

Secretary, Harbour Commissioners of Montreal.

DEAR SIR,—I beg to submit for the information of the Board of Harbour Commissioners, the following report upon the works in the harbour of Montreal for the year ended December 31, 1901 :—

## NRW WORKS.

The principal works carried on during the year were : The building of the concrete superstructure of the shore wharf in sections 12 and 13, which was commenced in the previous fall, and making of a large part of the filling behind the wharf ; the completion of the large new pier in section 14 ; the building and sinking of the cribwork of the shore wharf from pier to pier in section 15 ; the building and sinking of the cribwork and the making of the filling of the new pier in section 16 to an average height of about 12 feet below finished elevation ; the completion of the cribwork and the making of a considerable part of the shore wharf in sections 18 and 19, and the dredging out of large areas of the basins between sections 32 and 5.

The principal details are as follows :—

*Section 7, Windmill Point.*—About 49,250 cubic yards of earth, ashes and other filling stuff sent in from city excavations, furnaces, &c., were used in extending the wharf embankment on the south-east side of the Windmill Point basin. The embankment had, at the close of the year, been carried down to about 1,500 feet from the head of the basin. Expenditure, \$443.04.

*Sections 5 to 11, Windmill Point Basin and Approach.*—The Windmill Point basin was deepened by dredging and blasting, chiefly on its south-east side, in sections 5 to 11, and for the double purpose of obtaining rock for the filling of cribwork and other parts of the new wharves being built in other parts of the harbour, and of enlarging the deep water area of the basin and preparing foundation for future extension of the wharf on its south-east side. The dredged area is about 1,000 feet in length by 40 feet in width on the side of cribs to be built on the east side of the basin, and 700 feet in length by 60 feet in width in the basin proper, adjoining the dredging on the crib seats. The depth of the dredging varied from 18 feet to 29 feet at extreme low water. Expenditure on dredging, \$4,041.62.

*Harbour Improvement Works, Sections 12 and 13.*—At the closing of work in 1900, the cribwork of the new shore wharf between the entrance of the canal and the new pier in section 14 had all been put in place and built up to elevation 95.20 feet above datum, and 280 lineal feet of the concrete superstructure had been built up to elevation 103.00 feet. On July 15, 1901, which was as soon as the river had sufficiently lowered, the building of the concrete superstructure was resumed, and by November 30, the whole was finished. The length of the new shore wharf is 1,000 feet, and its concrete superstructure wall is finished at elevation 119.00, or fifteen feet above extreme low water. With the exception of a short ashlar masonry wall, which was rather a part of the canal entrance works than a wharf, and which was taken down in 1899 in making

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NOTE.—The term "extreme low water" in this report means the stage of the river when there is 13 feet depth on the lower mitre sill of lock No. 1, Lachine Canal, built 1848. The term "ordinary low water" means a stage 3 feet 4 inches higher, or 16 feet 4 inches on the lock sill. All elevations above datum are measured from the harbour datum, which is a horizontal plane 81 feet below the lock sill, 100 feet below the Montreal city datum, and 73.90 feet below mean tide level at New York, according to the United States Coast Survey levels.



## SESSIONAL PAPER No. 23

room for the harbour enlargement works, the newly-built wharf of cribwork up to low water and concrete wall above is the first wharf in the Montreal harbour which is known to have had the front wall built of anything but timber.

During the building of the concrete wall a great quantity of dredgings was deposited in rear by the floating derricks, as filling stuff to bring the whole wharf up to high level and a considerable quantity of stuff from city carts was also received and deposited.

*Harbour Improvement Works, Section 14.*—At the close of the working season of 1900 all the timber work of the new pier, now called the Alexandra Pier, had been finished, except one to three feet in height and the top planking of about 325 lineal feet of the outer end of the pier. Nearly all the earth and rock filling had also been deposited, but not spread and levelled to proper height. The finishing of the timber work and levelling of the filling were commenced early in May, 1901, and by July 6, the whole pier was put into use by vessels.

The pier is 1,000 feet in length by 300 feet in width, and is built of timber cribwork face walls and solid earth and rock filling throughout. The cribwork walls are founded at elevation 62·00 to 63·50 feet above datum, or 32 to 30½ feet below extreme low water on the lock sill, and it is finished at a top elevation of 119·00 feet above datum, or 25 feet above extreme low water.

*Harbour Improvement Works, Section 15.*—The old Island wharf, the first part of which was built about 1832, and parts of the old shore wharf built in later times, were dredged out during the summer to form the site for the new shore wharf between the Alexandra and the new King Edward piers. The first crib of the new wharf, that next the King Edward pier, was sunk in position on September 13, 1901, and the one next the Alexandra pier was sunk on September 21, 1901. The building of a grain elevator by the Commissioners in the middle of the length of the shore wharf having been determined upon, the central crib of the wharf was made of special construction with compartments and filling suited to receive the piles for the elevator foundation. This crib was sunk on November 23, 1901. The other two cribs are of ordinary construction, and all were built up to an elevation of about 94·00 feet above datum and filled to receive a concrete superstructure wall. The length of the shore wharf from pier to pier is 576 feet.

The Commissioners street sewer which discharged into the old Elgin basin was found to be in very bad condition in the part beneath the old wharf. It was therefore repaired through to the north-east side of the new flood wall by building new timber walls inside the old walls and putting on a new cover of two thicknesses of timber. The sewer was also extended out to the face of the new shore wharf in a strongly built timber culvert which discharges into the new basin below low water level.

*Harbour Improvement Works, Section 16.*—In the fall of 1900 four cribs had been built and made nearly ready for sinking. Crib building was resumed on April 18, 1901. The first crib of the pier, that at the down stream outer corner, was sunk in place on May 31, and by November 11, the last crib, that at the inshore end of the lower side, had been sunk. The building up of the superstructure of the cribwork and the filling behind was made to follow on as quickly as practicable, and by the close of the working season both had been brought up to an average height of about twelve feet below the finished top level of the pier.

The pier is 1,018 feet in length on the up stream side and 1,010 feet long on the down-stream side, and is 300 feet in width. The wharf wall surrounding the pier is all of cribwork, founded on earth bottom at 32 feet below lowest water, or 62·00 feet above datum, and will be finished at 25 feet above lowest water, or 119·00 feet above datum.

*Harbour Improvement Works, Sections 18 and 19.*—At the close of 1900 the cribwork of the shore wharf between the Jacques Cartier and the Victoria piers had been built up to nearly full height and the filling behind it was well advanced. Work was resumed on April 22, 1901, and by June 1 the wharf was put into use. The filling in rear was carried back to a width of 104 feet, or about half the breadth of the whole wharf at that



place, and the remainder was left at low level in order to leave undisturbed until a future time the railway tracks and main roadway along the harbour. The front wall of the new wharf is wholly of cribwork, is 739 feet in length, and it slopes from the height of the high level Jacques Cartier pier at one end to the low level Victoria pier at the other end, and it is founded at 32 feet below water and 13 feet on the back sill.

#### HARBOUR IMPROVEMENT WORKS.

##### *General.*

*Dredging Foundations of Wharf, Crib, &c.*—The site of the cribwork around the King Edward pier, 2,300 feet in length, by 50 feet in width, was dredged to 32 feet depth preparatory to sinking the cribs.

The old Island wharf, about 32 feet in length by 200 feet in width, by 47 feet in height, was completely dredged away, 32 feet to 39 feet of water being made on its site.

The site of the cribwork of the shore wharf between the sites of the Alexandra and King Edward piers was dredged to 32 feet depth preparatory to sinking the cribs. Length about 576 feet.

The site of the elevator now under construction (the Weber Elevator) was dredged to a depth of 15 feet to 32 feet to clear the foundation of stony material preparatory to driving the piles. Area about 200 feet by 100 feet. The site of the cribwork of the new shore wharf between the King Edward and Jacques Cartier piers was dredged, about half its length, to 32 feet. Length of this wharf about 622 feet.

*Dredging Basins, Channels, &c.*—About two-thirds of the area of the basin inclosed by the King Edward and Jacques Cartier piers was gone over and deepened to an average depth of about 36 feet.

Nearly all the basin inclosed by the Alexandra and King Edward piers was gone over and about one-third of it was deepened to 36 feet, and the remainder to 27 to 33 feet depth.

About one-third of the area of the basin, extending from the outer ends of the three new piers to the guard pier was, deepened so as to give a depth equal to that of the present ship channel, with a width of 400 to 500 feet out from the ends of the piers, from the Alexandra pier down stream to deep water. From the Alexandra pier towards Windmill Point, the dredging extended out about 400 feet from the end of the pier, but only about one-half of this width was deepened to the present ship channel depth.

The quantities dredged were as follows :—

Sections 12 to 15, 790,204 cubic yards ; sections 16 and 17, 252,670 cubic yards ; sections 18 and 19, 7,950 cubic yards ; 1,050,824 cubic yards in all.

*Blasting.*—Opposite the King Edward pier an area of 66,000 square feet was drilled and blasted, and between this area and the entrance of the Windmill Point basin, another area of 880 feet by 75 feet was also dredged and blasted, the whole in such position as to give a width of 330 feet of channel from the ends of the King Edward and Alexandra piers.

Expenditures in harbour enlargement works in 1901 :—

Cribwork construction, \$158,400.30 ; concrete wharf, \$54,508.16 ; labour filling wharves, \$27,757.51 ; portion of dredge and derrick work chargeable to filling the wharves, \$147,549.32 ; drilling and blasting, \$18,468.45 ; dredging (part cost), \$495.50 ; total, \$407,179.24. Paid by city for above work in 1901, \$88,569.62.

An area of about 1,200 feet in length by 300 feet in width was dredged through the Molson's shoal from opposite section 27 to opposite section 32, in such manner as to hereafter form an addition to the ship channel.

#### FLOOD PREVENTION WORKS—CITY CONTRACT.

Under the provisions of the contract of September 12, 1899, between the Harbour Commissioners of the city of Montreal, by which the commissioners undertook the con-

## SESSIONAL PAPER No. 23

struction of the flood prevention works between Black's bridge and Berri street, work which had been commenced in 1899 was resumed with the starting of the harbour works in the spring of 1900.

The flood protection wall, at the close of the working season of 1900, had been finished from its west end near Black's bridge to Port street, and from its east end at Berri street to the west end of the Bonsecours Market. Building was resumed on April 22, and part of the wall, 2,489 feet in length, was finished. The flood gates were fitted up in all the gateways after the close of navigation, and the whole flood wall thus made complete for the protection of the city.

The flood wall, including a rebuilt part of the wall of the Berri street ramp, is 5,123 feet in total length; it is founded in general at about 110.00 feet above datum, and its top is 127.00 feet above datum, or 22 inches above the flood level of 1886, which was the highest on record. The wall, from its foundation to street level of 120.50 feet above datum, is 6 feet thick and is built in some parts of its length of rubble, in some of concrete, and in the remainder of both, and in all the mortar is of Portland cement. From street level to its top the wall batters on both sides from 6 feet to 3 feet thickness, and it is built of well cut limestone, ashlar faces with rubble or concrete filling, and also with cement mortar. The top is finished with a cut stone coping of 14 inches thickness in stones, which reach across the whole breadth of the wall.

The gateways of the wall for communication between the street and the wharves are fourteen in number, and, with two exceptions, are 40 feet wide in the clear. Each gateway is closed in flood time by gates composed of six leaves or sections made of Douglas fir planks, 5 inches thick, which are braced against the water and ice pressure by two very strong steel brace frames to each section.

The flood wall is so placed as to widen Common and Commissioners street to a standard width of 75 feet, increased at irregularities to 85 to 100 feet, and at the Bonsecours Market to an average of 120 feet between the general line of the market building and the wall. The area of land added to the street and in the sight of the wall, or more precisely the area of land between the Harbour Commissioners' boundary line and the south-east side of the wall is about 210,250 square feet.

The added width of street, which is mostly over the old low level wharves, was filled up to proper street elevation, and the parts between Prince and St. Peter and between Jacques Cartier square and Victor street had also been macadamized by the Commissioners at the close of 1900, but as the city intends to pave the whole street at an early date, an arrangement was arrived at between the City and the Commissioners by which the Commissioners have been released from macadamizing the remainder, and have deducted a proportionate sum from the contract price.

## NEW WORKSHOPS ON MACKAY PIER.

The old floating shop and the several small buildings and sheds on the Mackay pier having become too small and inconvenient for the proper and economical maintenance of the dredging fleet, the building of shops on the Mackay pier was authorized by the Commissioners. Construction was commenced in September, and both the shops and necessary wharf platforms and other works were well advanced at the close of the year.

The new shops are built upon the top of the Mackay pier (guard pier) and consist of a blacksmith's shop of 100 feet by 48 feet, joined at one end to a machine shop and pattern-making shop of 132 feet by 48 feet, and of a carpenter's shop of 60 feet by 48 feet, placed 50 feet distant from the machine shop. The smithy is one story high, and the others of two stories, and all are of wood and of light construction. Along the side of the guard pier and fronting the shops a low level pile wharf of 247 feet in length by 27 feet 3 inches in top width was built, and on the top of the pier in the space between the wharf and the shops a high level wharf or platform of 312 feet by 29 feet 9 inches was being built at the close of the year.



2-3 EDWARD VII., A. 1903

## HARBOUR YARD NEW SHED.

A shed was built in the north-west corner of the Commissioners' yard on the corner of Beaudry and Water streets, for the housing of water carts, wagons, wheelbarrows, &c. The shed is of wood, 123 feet by 18 feet, the ground floor being filled for storing the carts and wagons, and an upper floor for barrows, &c.

## REPAIRS.

The total cost of maintenance and repairs of the harbour works in 1901 is \$79,461, and it compares as follows with the expenditure of previous years:—

1875	\$16,499
1876	35,711
1877	26,077
1878	18,974
1879	18,819
1880	17,330
1881	16,159
1882	27,962
1883	35,768
1884	44,869
1885	42,158
1886	64,986
1887	64,984
1888	49,520
1889	51,892
1890	56,380
1891	49,109
1892	72,179
1893	58,644
1894	75,455
1895	50,081
1896	55,211
1897	46,259
1898	58,847
1899	52,252
1900	42,679
1901	79,461

## ICE MOVEMENTS—SPRING OF 1901.

The spring rise of water began on April 4, when the water stood at 27 feet 4 inches on the sill. The first shove took place on the 6th, the water having risen to 30 feet 4 inches on the sill. On the 10th another shove took place, and the water rose to 34 feet 4 inches on the sill. Heavy shoving took place on the 12th and the water rose to 36 feet 3 inches on the sill. Shoving continued at frequent intervals and on the 14th the ice field between the guard pier and the ends of the Jacques Cartier and Alexandra piers, and extending from Jacques Cartier pier to Windmill Point basin was shoved up stream 100 feet bodily, but was not broken up. The water was then 37 feet 7 inches on the sill, but within twelve hours rose to 40 feet 2 inches, the highest level reached, being 1 foot 8 inches higher than Commissioners and Common streets. The river was now open at and below Victoria Bridge, and on the 15th the ice was running down from Laprairie Bay. On the 16th, Lake St. Louis ice came down and filled up the river to Nun's Island, but in the afternoon the ice again began to move down at the Bridge. On the morning of the 17th open water extended some distance below Ile Ronde, and



## SESSIONAL PAPER No. 23

about noon the blockade gave way and the water fell at the rate of one foot per hour for seven hours, the channel being open.

On the breaking up of the winter ice on the river, the shoving was very heavy, and the water being high, great quantities of ice were left upon the wharfs of the harbour outside the area protected by the guard pier.

From the head of the harbour, down to the Victoria pier, the wharfs were left practically clear of ice, with the exception of a small quantity on the shore wharf in section 17 and a covering of ice over two-thirds of the length of the pier in section 18.

The following are the approximate quantities of ice left upon the wharfs :—

	Cubic yards.
Sugar Refinery Pier, Section 46.	
120 ft. by 450 ft. by 10 ft. average thickness.....	20,000
Pier, Section 43.	
650 ft. by 150 ft. by 15 ft. average thickness.....	65,000
Sections 41 to 37, Cotton Factory to old Rafferty ramp.	
2,200 ft. by 175 ft. average by 12½ ft. average thickness...	176,759
Sections 37 to 36, Rafferty to Denonville ramp.	
600 ft. by 150 ft. by 5 ft. average thickness. ....	16,666
Sections 36 to 29, Denonville ramp to Jail.	
3,600 ft. by 120 ft. average by 14 ft. average thickness....	224,000
Sections 29 to 27, Jail to Rubber Factory.	
1,300 ft. by 120 ft. average by 8 ft. average thickness....	46,222
Sections 27 to 25, Rubber Factory to Voltigeurs street.	
750 ft. by 120 ft. by 9 ft. average thickness... ..	30,000
Sections 25 to 23, Voltigeurs street to Beaudry street.	
1,300 ft. by 170 ft. by 12 ft. average thickness.....	98,222
Sections 23 and 22, Beaudry street to Elevators.	
500 ft. by 240 ft. by 12 ft. average thickness.....	53,333
Sections 22 to 20, Elevators to Victoria pier.	
1,100 ft. by 160 ft. by 6 ft. average thickness.....	39,111
Victoria Pier, Section 20.	
Lower end, 100 ft. by 100 ft. by 15 ft. average thickness...	5,555
Inshore end, 300 ft. by 50 ft. by 6 ft. average thickness...	3,333
Patches, upper portion, aggregating	
200 ft. by 50 ft. by 9 ft. average thickness .....	3,333
Jacques-Cartier Pier.	
500 ft. by 100 ft. by 3 ft. average thickness.....	5,555
Shore Wharf, Section 17.	
200 ft. by 50 ft. by 2 ft. average thickness.....	740
Total approximate quantity of ice on wharfs.....	787,829

The clearing of the ice from the steamship sheds, ferry steamer berths and other places first required for use, was commenced on April 18, and practically completed by May 6. A large force of men and horses were employed, as many as 975 men and 25 carters being engaged at one time.

The cost of clearing was : Wages of men and horses and cost of tools, \$7,810.29 ; floating derricks, \$870.00 ; total, \$8,690.29.

The following are the chief items of repairs done in 1901 :—

*Section 5, Windmill Point.*—Four hundred lineal feet of coping, and 4,460 ft. B.M. of top planking were renewed.

*Sections 5 to 9, Windmill Point.*—Guard fences for saving life were put up across the raceways from the Mill street factories.

*Sections 9 to 11.*—Access roadways were made to the lower end of the Windmill Point wharf by taking away and levelling down some of the earth spoil banks made by the Connors Syndicate in excavating the foundation pit for a proposed grain elevator,

2-3 EDWARD VII., A. 1903

and by planking a part of the railway track. Wharf coping of 300 feet in length was renewed in section 10

Heavy repairs were made to the timber work of the wharf at and near the entrance of the Lachine canal. New face timbers, four courses in depth, and new ties and sleepers for the top planking were put in; 520 lin. ft. of the top planking and 245 lin. ft. of the face planking, and 338 lin. ft. of coping were renewed. A cast iron mooring post was put in near the entrance of the old lock.

*Section 16.*—Repairs were made to the top of the old pile wharf on the site of the former shed of the Dominion SS. Co., namely by the addition of a course of old plank-ing, so as to make it safe for heavy traffic until the latter part of summer when the whole wharf would be removed to make way for the harbour improvement works.

*Section 18.*—The downstream corner of the entire end of the Jacques Cartier pier, which was damaged by having two courses of timbers stove in by an ice shove, was repaired by renewing the timbers.

*Section 20.*—A new stairway for the convenience of those using small boats was made in the upstream side of the Victoria pier, at its junction with the new shore wharf, by cutting a recess 6 ft. wide in the cribwork face of the pier and building the stairway into it.

Loose plank platforms and footways leading to them were laid down at the berths of the various river steamers, as in 1900. A plank crossing was also laid from the paved part of Victoria pier to the new Victor street ramp, and a stairway built from it to the ramp for the convenience of passengers to and from the boats.

A break of 35 ft. long and about 5 ft high, which was made in outer side of the Victoria pier by the shoving of the ice, was repaired.

*Sections 23 and 24.*—About 250 lin. ft. of the timber face of wharf in section 23, which had been damaged by ice, was rebuilt early in spring to a depth of 3 ft. from the top, and the roadway in rear was filled up and macadamized.

About 250 lin. ft. of the face of the wharf, in section 24, which had been damaged by ice, as in section 23, was also rebuilt in spring to a depth of 3 ft. from the top.

The cribwork at the Donaldson SS. line berth is old, and has for several years been in weak condition by the necessity of dredging the basin in front to a considerably greater depth than is the foundation of the cribs. Piles were driven some years ago to strengthen it and retain its filling but they were much damaged by the ice of the preceding winter, and in July of 1900, after a very heavy rainstorm, about ft. in length of the cribwork canted forward out of line and the back filling settled down 3 to 5 ft. Repairs were made by driving 42 new piles, averaging 45 ft. in length each, and cutting off and securing both new and old piles to the face of the wharf at about 6 ft. above low water level, and also by anchoring the cribwork by 20 anchor bolts of 64 ft. length by 1½ ins. diameter placed at about ft. below the top level of the wharf. Both timber work and back filling were also built up to normal level and otherwise made as good as practicable.

*Section 26.*—The timber work of the wharf, which had been damaged by ice, was repaired by removing three courses of face timbers throughout 65 feet in length, the face planking of 411 lin. ft. and the top planking of 118 lin. ft.

*Section 27.*—Damages done to the wharf by the ice were made good by renewing two courses of face timbers, the coping and top planking of 30 lin. ft. The face plank-ing was also renewed throughout a length of 264 lin. ft.

*Section 28.*—Damage done to the timber work of the wharf was repaired by the renewal of four courses of face timbers and some ties, throughout 151 lin. ft., the coping of 156 lin. ft., the top planking of 135 lin. ft., the face planking of 272 lin. ft., and the filling up of 140 lin. ft. of the cribwork in which the filling had sunk down some 6 ft.

*Section 29.*—Damages done by the ice were repaired by the renewal of four courses of face timbers, and some ties, throughout 179 lin. ft. of wharf, the coping of 229 lin. ft., the top planking of 254 lin. ft., and the face planking of 263 lin. ft.



## SESSIONAL PAPER No. 23

*Section 30.*—Thirty lin. ft. of the top of the wharf was re-planked.

*Section 31.*—Two courses of face timbers and the coping were renewed on a length of 54 ft. and the top planking on 102 ft. of the wharf.

*Section 32.*—Part of the wharf, which had been badly damaged by ice, was repaired by the renewal of eight courses of face timbers, throughout 100 ft. in length, the coping of 250 ft., and the replacing of some filling which had sunk down.

*Section 33.*—The coping of 268 lin. ft., the top and face planking of 200 lin. ft., and the wharf were renewed.

*Sections 33 and 34.*—The timber work of the wharf was considerably damaged by the ice, and also lowered below proper elevation by the foundation having been scoured out by strong winter currents. Repairs were made by building up the top an average of 3 ft. in height and 250 ft. in length, and renewing the top beams and planking of 287 lin. ft., and also by replacing the filling stuff which had gone down.

*Section 34.*—A subsidence of about 12 ft. by 12 ft. by 10 ft. in depth under one of the railway tracks was refilled and the timber and planking repaired.

*Sections 35 to 38.*—Much of the timber work of the wharf continued to sink, as in former years, under the tracks which carry the heavy coal towers, and also under the railway tracks. Examination by divers showed that the wharf cribs are sound, but that throughout a length of 380 ft. they have been more or less undermined by strong winter scours. Repairs were made by driving a row of piles along 168 ft. of the front, lifting 1,062 lin. ft. of tracks and blocking up the timbers and ties, replanking 468 lin. ft. of the top of the wharf and 410 lin. feet of the face, and renewing 685 lin. ft. of coping.

The timber work of the Notre Dame street side and the lower ramp, which was built in 1891, had become so much weakened by decay as to be no longer safe, and it was renewed in cedar.

*Section 39.*—A subsidence of the filling of the cribwork 100 ft. in length by 3 ft. average depth was filled up and the top planking renewed.

*Section 40.*—The timber work of the wharf, which had been damaged by ice, was repaired by the renewal of two courses of face timbers, some ties and the coping throughout 251 ft. in length, the face planking repaired and 302 lin. ft. of the top planking renewed.

*Sections 42 and 43.*—The shore wharf was much damaged by the ice, and repairs were made by the renewal of the top and three courses of the face throughout a length of 1,072 feet.

The pier of section 43 was much damaged by the shoving of the ice and the strong winter current of water over it. The railway tracks were more or less displaced, the macadamizing of the roadways much ploughed up and carried off, the planking and timber work of the top and of the upper side and outer end faces were ground down and broken in many places, the downstream outer corner was torn away, and the downstream face somewhat damaged also.

Repairs were made by regrading and macadamizing the whole top of the pier, the renewal of the top planking throughout about 500 lin. feet, the face planking of 205 lin. feet and 425 feet of coping. The downstream outer corner which had been torn away to a depth of 9 feet below low water, was built up to within a foot of low water level with concrete in bags, and above that with the usual cribwork and planking.

*Section 46.*—The pier was somewhat damaged by the winter scour and ice, and repairs were made by the renewal of 150 lin. feet of top planking and 90 lin. feet of face planking and of a large part of the coping.

*General Repairs.*—The roadways of the wharfs were kept in general good condition, except on the Jacques Cartier and Alexandra piers, where the filling being new and soft, keeps sinking irregularly and making depressions into which water gathers and the macadamizing is softened.



2-3 EDWARD VII., A. 1903

The roadways of the shore wharf between the Canal entrance and the Victoria pier was also kept in poor condition and much reduced in available width by the work of building new wharfs on one side and the flood protection wall on the other, and by the necessary moving of the positions of the railway tracks in several places.

The stone for macadamizing was, as usual, furnished unbroken, by contractors, and broken by the Commissioners' men during the winter. The quantities used during summer for maintenance were:—

	Toises.
Sections 5 to 10.....	47
Sections 12 to 20.....	251 $\frac{3}{4}$
Sections 21 to 30.....	159
Sections 31 to 40.....	101
Sections 41 to 47.....	125 $\frac{1}{2}$
Total.....	684 $\frac{1}{4}$

The latrines, drinking troughs, wagons, water carts, barrows, life preservers, &c., were thoroughly repaired during the winter and spring.

The timber work of the wharfs, besides the larger repairs above noted, had many light repairs and was kept in good condition throughout.

*Railway Tracks.*—The railway tracks of the harbour, on sections 13 to 18, were moved at different places and different times in order to make room for the widening of Common and Commissioners' streets, the building of the flood protection wall for the city, and the building of the new wharfs.

*Electric Lighting.*—The harbour lighting was continued throughout the summer by the Royal Electric Company, under the contract of 1899. Lighting was commenced on the evening of April 23, with three lamps, and a few more were added daily. On May 1, 54 lamps were in use, and the number was gradually increased to 108 lamps on the 13th, and by the 25th the whole circuit of 127 lamps was in use. Two of the lamps which were not required were taken off in August, and the remaining 125 lamps were kept in operation until the night of November 27, when the Windmill Point and Hoche-laga lights were discontinued. The lighting of the central portion of the harbour was continued until December 8, and three lights were kept burning at the Longueuil ferry wharf until December 24, when the boat ceased running.

The greatest number of lamps in use at one time was 127 and the total lighting of the season was equivalent to 25,604 lamps for one night. The total cost was \$4,009.10.

#### DREDGING AND DREDGING PLANT.

The dredging plant used in 1900 was all owned by the Harbour Commissioners, and it consisted of four dipper dredges, five floating derricks, one drilling and blasting boat, five tug boats, twenty-one flat deck-scows, three hopper-bottom scows, a testing boat and a floating shop. Dimensions and other particulars of the different vessels are given in the annexed tables. In addition to the plant which was used on the works, the Commissioners have the old No. 2 derrick which is not now fit for hard service.

All the dredging plant, except Dredge No. 1, was wintered afloat near the Guard pier, opposite the new workshops. Dredge No. 1, which had been hauled out for repairs at the close of navigation in 1900, was wintered on the Commissioners' hauling-out ways close to the new shops.

On April 14 the whole field of ice within the Guard pier was moved upward toward Windmill Point, and the moving field carried the dredging fleet with it a distance of about 100 feet toward the canal entrance. No harm was done to the vessels of the fleet.

The following are the principal items of repairs made to the vessels during the year:—

## SESSIONAL PAPER No. 23

The repairs to the hulls and machinery of the dredging fleet were, as usual, made by the Commissioners' own men, with the exception of some heavy machine work and forging, which were done at neighbouring shops. Iron bars and castings were procured partly in Montreal and partly in the United States. The repairs to both dredges and derricks were heavy, mainly for the reason that they were worked both day and night, and that the dredging, when not in rock, was in very tough silt, which required the utmost power of the dredges to break it up.

The dredges were served throughout the summer by the tugs *St. Peter*, *St. Louis*, *Aberdeen* and *Robert Mackay*. Service was also rendered about half the time by the *Courier* in carrying men and stores, and occasionally in towing scows, the other half of the service being given to the towing of timber for wharf building.

The dredges were somewhat delayed in getting to work in spring because of delay in giving authority to engage the crews, but all continued steadily from their dates of commencement until the close of navigation in the fall.

Dredge No. 1 worked night and day from May 9 till November 27, No. 2 from May 8 till Nov. 27, No. 3 from May 2 till Nov. 28, and No. 4 worked by day only from May 7 to Nov. 28.

The aggregate number of shifts or watches during which they were on duty on the harbour works, reckoning all days of the day dredge and all nights and days of the night and day dredge, except those of Sundays and holidays, was: For No. 1, 340 day and night shifts; for No. 2, 339 day and night shifts; for No. 3, 355 day and night shift and for No. 4, 180 day shifts, making in all 1,214 shifts. The nominal working hours of each shift were eleven, except in spring and fall, when they were ten; and the aggregate for all the dredges throughout the season was 13,027½ hours. The aggregate of actual working time, that is the time which the dredges actually dredged, exclusive of that lost for repairs, changing positions, detention by ships, irregularities of scow service and all other causes, was 9,687¾ hours, or an average of 74.4 per cent, of the nominal working hours. The percentage of time of actual working is rather small, mainly because of the conditions incident to night work. Repairs, changing of buckets, changing of places of work, overtaking irregularities in scow service and such like, which, when working by day only could be made good by overtime, must, when working both night and day, be made good in working hours, and therefore involve detention.

Derricks Nos. 1 and 3 commenced night and day work on 25th April, clearing ice off wharfs; No. 4 commenced night and day work on 3rd May; No. 5 commenced on 7th May and worked by day only; No. 6 commenced day work on 17th May. Derrick No. 6 worked for 18 nights in August.

Day and night work was stopped on all the derricks between November 27th and 28th.

Drilling and blasting was commenced by the drill boat on 13th May and work was continued until November 23.

The total outlay for working the whole fleet, except the drill boat, was \$190,241.74, which embraces the entire cost of working the plant and machinery, including repairs, outfit, wages, salaries, management charges, insurances, allowance for depreciation of plant, and all charges, of every kind, except interest on capital. The allowance for depreciation of plant is \$17,096.24 and it includes not only the estimated depreciation of the plant in use in 1900, but that upon all the Commissioners' dredging plant whether in use or not. It is also to be noted in making comparison with previous years, that depreciation was not included in the cost of dredging in any year previous to 1899.

The cost of maintaining and working the four dredges and the tugs and scows which served them, was \$140,010.42, or an average of \$115.33 per day per dredge.

The cost of maintaining and working the five floating derricks for unloading scows was \$50,231.32, or \$35.80 average per day for 1,403 days' aggregate service.



2-3 EDWARD VII., A. 1903

The following are the comparative quantities and costs of dredging and unloading for 1901 and for previous years— :

Years.	Cubic Yards Dredged.	Total Cost.	Cost per Cubic Yd.	Remarks.
		\$	cts.	
1875.....	151,719	68,979	45	
1876.....	156,082	55,462	35 $\frac{6.0}{100}$	
1877.....	173,499	45,103	26	
1878.....	211,731	48,748	23	
1879.....	189,609	41,006	21 $\frac{3.3}{100}$	
1880.....	186,430	46,914	25 $\frac{1.9}{100}$	
1881.....	170,764	54,128	31 $\frac{6.9}{100}$	
1882.....	187,339	53,598	28 $\frac{6.6}{100}$	Spoon dredges and stone lifters.
	9,429	13,254	\$1.40 $\frac{8.0}{100}$	Elevator dredges.
	196,768	66,852	33 $\frac{6.6}{100}$	Totals and average.
1883.....	36,358	17,956	49 $\frac{3.3}{100}$	Spoon dredges and stone lifters.
	6,990	19,385	\$2.77 $\frac{3.0}{100}$	Elevator dredges ; lifting rock and boulders and clearing up.
	43,348	37,341	86 $\frac{1.4}{100}$	Totals and average.
1884.....	125,648	49,468	39 $\frac{3.7}{100}$	Spoon dredges and stone lifters.
1885.....	69,494	28,563	41 $\frac{1.0}{100}$	" " "
1886.....	57,728	25,772	44	" " "
1887.....	36,993	23,259	62	" " "
1888.....	73,150	36,690	50 $\frac{1.6}{100}$	" " "
	2,077	1,333	64 $\frac{1.8}{100}$	Elevator dredges.
	75,227	38,023	50 $\frac{1.4}{100}$	Totals and average.
1889.....	205,283	54,574	26 $\frac{5.3}{100}$	Spoon dredges and stone lifter.
	9,420	2,996	31 $\frac{1.0}{100}$	Elevator dredge.
	214,703	57,570	26 $\frac{3.1}{100}$	Totals and average.
1890.....	186,670	53,674	28 $\frac{6.0}{100}$	Spoon dredges and stone lifter.
1891.....	259,267	49,571	19 $\frac{1.5}{100}$	Spoon dredges.
	43,290	14,232	32 $\frac{3.7}{100}$	Elevator dredge.
	302,557	63,803	21 $\frac{1.8}{100}$	Totals and average.
1892.....	361,947	93,595	25 $\frac{5.5}{100}$	Spoon dredges.
1893.....	235,280	93,050	39 $\frac{6.5}{100}$	"
1894.....	312,430	98,858	31 $\frac{4.4}{100}$	"
1895.....	496,528	99,400	20 $\frac{1.0}{100}$	"
1896.....	401,938	103,317	25 $\frac{1.0}{100}$	"
1897.....	284,844	68,211	23 $\frac{3.5}{100}$	"
1898.....	456,458	61,012	13 $\frac{3.7}{100}$	"
1899.....	963,131	100,163	10 $\frac{1.7}{100}$	"
1900.....	1,323,871	163,541	12 $\frac{2.3}{100}$	"
1901.....	1,359,221	190,242	14	"

The cost and character of the dredging in different parts of the harbour in 1901 are given below. All the quantities are either scow measurements from the tallied number of flat deck and dumper scow loads of measured average capacity, or box measurement from the tallied number of boxes placed on scows, containing four cubic yards per box.

The cost of dredging in each case includes its proportion of all the costs of maintaining and working the dredges, tugs and scows, as explained on p. 23, but does not include the cost of unloading the dredgings from scows by derricks, which is separately given.



## SESSIONAL PAPER No. 23

*Sections 5 to 11, Windmill Point Basin.*—Chiefly shale and trap ledge rock, partly blasted and partly unblasted, with some hard pan and mud. Total quantity dredged, 56,622 cubic yards, scow and box measurement; average cost 11.17 cents per cubic yard; depth to which dredging was done, 30 to 38 feet. Unloading the dredgings by floating derricks and filling into or behind cribwork of new wharves, 4.71 cents per cubic yard additional.

*Sections 12 to 15.*—Dredging sites for cribwork, widening and deepening main channel and deepening basins, depth 30 to 40 feet; quantity 790,204 cubic yards, box and scow measurement; cost 9.66 cents per cubic yard. Unloading by derrick, 4.71 cents per yard additional.

*Sections 16 and 17.*—Dredging foundation sites for cribwork for the new wharves, main channel past the ends of the new piers, dredging out the cribwork, pile work, crib-filling of the Island wharf and the ancient island which formed its centre, shale hard-pan, stones, silt and sand; depth 30 to 40 feet; quantity, 252,670 cubic yards, scow and box measurement; cost 9.96 cents per cubic yard. Cost of unloading by derricks, 4.71 cents per cubic yard additional.

*Sections 18 and 19.*—Deepening shoal places; gravel, stones and silt; 30 to 36 feet depth; quantity, 7,950 cubic yards, box and scow measurement; cost 8.4 cents per yard. Unloading by derricks, 4.71 cents per yard additional.

*Sections 20 to 21.*—Cleaning out steamship berths; 28 to 35 feet depth; hard-pan silt, sand and stones; quantity, 37,350 cubic yards; cost 8.40 cents per yard. Unloading by derricks, 4.71 cents per yard additional.

*Sections 27 to 32.*—Deepening in front of wharves in Molson's shoal; depth 30 to 35 feet; hard-pan, stones and silt; quantity, 214,425 cubic yards; cost 13 cents per yard. Unloading by derricks, 4.71 cents per yard additional.

*Aggregate Dredging.*—The aggregate quantity dredged at all places during the year was 1,359,221 cubic yards, box and scow measurement, and the average cost was 10.31 cents per yard. Of this quantity 293,610 cubic yards was carried and discharged by dumping scows, the cost of which is included in the dredging. The remaining 1,065,611 cubic yards was carried on flat scows, either on the open deck from which it was unloaded by clam shells and floating derricks, or in four-yard boxes which were lifted and dumped by the derricks. All the dredged stuff thus unloaded by derricks was deposited in or behind cribwork for wharf building, and on the guard pier. The average cost of the whole derrick work, apart from the scow service, was 4.71 cents per cubic yard, scow or box measurement.

*Rock Blasting.*—The rock drilled and blasted was Utica shale and trap, the trap being imbedded in the shale in beds, veins and pockets, in the proportion of about one-half of trap to one half shale; grade line of finished bottom, 40 feet to 32 feet below water surface at the time of working.

Working days, May 13 to November 23.....	161½ days
Working time per day.....	11 hours
Number of holes drilled and blasted.....	3,751 holes
Average depth of each hole, in rock.....	8.38 feet
Average depth of each hole from surface of water..	35.75 "
Average quantity of rock drilled and efficiently blasted, measured in solid to 6 inches below finished bottom.....	33.396 cubic yds.
Total cost, including depreciation of plant.....	\$18,468.48
Cost per cubic yard, measured in solid.....	55.3 cents

Appended are tables giving additional particulars of the dredging work and dredging plant in 1901.

Yours respectfully,

JOHN KENNEDY, *Chief Engineer.*

## List of Harbour Commissioners' Dredging Plant, 1901.

Description of Vessel.	HULL.			ENGINES.					Capacity of Bucket.	Depth to which Dredge can work.	Remarks.	
	Length.	Breadth.	Depth.	When Built.	Kind of Engine.	No. of Cylinders.	Dia. of Cylinders.	Length of Stroke.				Pressure of Steam.
<i>Dredges.</i>												
Boom Spoon Dredge, No. 1.	Ft. in. over all.	Ft. in. Beam.	Ft. in. over all.	1890 1	Horizontal non-condensing.	2	16	18	110	7	40	Wooden hull.
" " " No. 2.	90 0	36 0	9 6	1892		2	16	18	128	7	40	" "
" " " No. 3.	90 0	36 0	10 3	1894		2	16	18	120	7	40	" "
" " " No. 4.	90 0	36 0	10 9	1900		2	16	18	140	7	40	Steel hull.
<i>Derricks.</i>												
Clam Shell Derrick, No. 1.	76 0	27 6	8 0	1899	Horizontal non-condensing.	2	12	14	110			Wooden hull.
" " " No. 2.	57 0	23 6	5 9	1872		2	7	12	85			" "
" " " No. 3.	76 0	27 6	8 0	1900		2	12	14	110			" "
" " " No. 4.	75 0	26 10	7 6	1892		2	12	14	110			" "
" " " No. 5.	75 0	26 10	7 6	1892		2	12	14	110			" "
" " " No. 6.	75 0	26 10	7 6	1892		2	12	14	110			" "
Drilling and Blasting Boat.	80 0	27 0	5 6	1895					100			Three 5-in steam drills.
<i>Tug Boats.</i>												
Tug St. Louis.	67 6	15 0	8 7	1875	Vertical non-condensing.	1	16	20	85			Wooden hull, rebuilt in '91.
" St. Peter.	71 6	16 6	8 6	1875		1	20	22	85			" "
" Carrier.	36 9	9 3	6 2	1900		1	10	12	125			Composite hull.
" Aberdeen.	79 3	18 3	9 0	1895		1	16	24	125			Steel hull.
" Robt. Mackay.	81 9	17 6	10 0	1899		1	16	24	140			" "
			Over all			1	32	24	140			" "
Testing Boat.	( 73 3	14 0	3 1	1897								(Two wooden scoops, braced 16 ft. apart.
	( 73 3	14 0	3 1									Wooden hull.
Floating Shop.	135 0	29 0	10 0									

Scows.		Capacity.		All wood.
No. 6.	No. 11.	45 cubic yds..	Capacity.	
1 Flat deck Scow,	No. 6.	70 5	18 0	1873
1 " "	No. 11.	70 0	18 3	1874
1 " "	No. 17.	75 0	20 2	1876
1 " "	No. 18.	75 4	20 4	1876
1 " "	No. 19.	75 6	20 3	1878
1 " "	No. 20.	75 6	20 3	1878
2 " "	Nos. 21 & 22.	85 0	25 0	1891
2 " "	Nos. 23 & 24.	85 0	25 0	1891
6 " "	Nos. 25 to 30.	85 0	25 0	1892
5 " "	Nos. 31 to 35.	85 0	25 0	1893
2 Dump Scows,	Nos. 36 & 37.	106 0	26 10	1899
1 " "	No. 38.	106 0	26 10	1900



2-3 EDWARD VII., A. 1903

## HARBOUR DREDGING.

STATEMENT showing the Number of days worked by each Dredge and the Quantity Dredged at each place in the Harbour of Montreal in 1901.

Dredges.	Places at which Dredging was done.	TIME OF SERVICE.		QUANTITY DREDGED.		Character of Soil.
		Days.	Total.	Cubic yards.	Total yards.	
Dredge No. 1.	Shoals and basins, sections 12 to 15.....	143		212,150		Black rock, shale, hardpan and stones.
	Shoals and basins, sections 16 and 17. ....	171		205,050		Hardpan, silt, sand and stones; some rock.
	Clearing berths, sections 20 and 21.....	26		37,350		Sand, gravel, stones, and timber.
			340		454,550	
" No. 2.	Shoals and basins, sections 12 to 15.....	324		423,277		Black rock, shale, hardpan, sand, &c.
	Shoals and basins, sections 16 and 17. ....	15		18,800		Silt, quicksand and stone.
			339		442,077	
" No. 3.	Windmill Point, sections 5 to 11.	53		54,872		Black rock, shale, hardpan, mud, &c.
	Shoals and basins, sections 12 to 15.....	25		26,525		Silt, sand and some rock.
	Shoals and basins, sections 16 and 17.....	16		15,950		Hardpan, silt, sand and stones.
	Shoals and basins, sections 18 and 19.....	8		7,950		Gravel, silt and sand.
	Molson's Shoal, sections 27 to 32	253		214,425		Hardpan, silt, sand and boulders.
			355		319,722	
" No. 4.	Windmill Point, sections 5 to 11.	4		1,750		Black rock and shale.
	Shoals and basins, sections 12 to 15.....	167		128,252		Hardpan, rock, stones and silt.
	Shoals and basins, sections 16 and 17.....	9		12,870		Silt, sand and stones.
			180		147,872	
	Grand total.....		1,214		1,359,221	
Dredge No. 3.	Windmill Point, sections 5 to 11.	53		54,872		Black rock, shale, hardpan, mud, &c.
" No. 4.	" " " " " "	4		1,750		Black rock and shale.
			57		56,622	
" No. 1.	Shoals and basins, sections 12 to 15.....	143		212,150		Black rock, shale, hardpan, stones, &c.
" No. 2.	" " " " " "	324		423,277		Black rock, shale, hardpan, stones, &c.
" No. 3.	" " " " " "	25		26,525		Silt, sand and some rock.
" No. 4.	" " " " " "	167		128,252		Rock, hardpan, silt and stones.
			659		790,204	
" No. 1.	Shoals and basins, sections 16 and 17.....	171		205,050		Hardpan, silt, sand and stone; some rock.
" No. 2.	" " " " " "	15		18,800		Silt, quicksand and stones.
" No. 3.	" " " " " "	16		15,950		Hardpan, silt, sand and stones.
" No. 4.	" " " " " "	9		12,870		Silt, sand and stones.
			211		252,670	
" No. 3.	Shoals, sections 18 and 19.....	8		7,950		Gravel, silt and stones
			8		7,950	
" No. 1.	Clearing basins, sections 20 and 21.....	26		37,350		Sand, gravel, stones, timber, &c.
			26		37,350	
" No. 3.	Molson's shoal, sections 27 to 32.	253		241,425		Hardpan, silt, sand and boulders.
			253		241,425	
	Total.....		1,214		1,359,221	

## SESSIONAL PAPER No. 23

## HARBOUR DREDGING.

STATEMENT showing particulars of cost of working the different vessels employed in Harbour Dredging in 1901.

Vessels.	Repairs and Main- tenance.	Fuel.	Wages of Crews.	Proportion of Salaries of Staff.	Estimated Depreciation of Plant.	GRAND TOTALS.		Service, Days or Nights.	Cost per Day or Night.
						Cost.	Total Cost.		
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.		p. c.
Dipper dredge No. 1.....	11,655 40	3,840 28	6,943 10	804 00	1,320 00	24,562 78	.....	340	72 24
" No. 2.....	8,657 71	3,649 43	6,452 92	690 82	1,580 00	21,530 88	.....	339	63 53
" No. 3.....	9,021 89	3,703 96	6,970 25	705 78	1,500 00	21,901 88	.....	355	61 09
" No. 4.....	4,096 82	2,223 93	3,784 51	362 10	2,710 87	13,178 23	.....	180	73 21
Totals.....	33,431 82	13,417 00	24,650 78	2,562 70	7,110 87	.....	81,173 77	1,214	66 86
Floating derrick No. 1.....	1,280 05	1,959 08	5,238 97	303 78	902 31	9,684 19	.....	356	27 20
" No. 3.....	1,989 68	2,126 56	5,506 77	344 76	939 98	10,907 65	.....	354	30 81
" No. 4.....	4,315 55	1,663 08	4,963 26	392 04	592 00	11,925 93	.....	322	37 03
" No. 5.....	2,907 65	910 17	4,318 27	291 79	492 00	8,928 88	.....	180	49 60
" No. 6.....	3,659 99	1,277 49	3,068 56	286 80	491 83	8,784 07	.....	191	45 99
Totals.....	14,152 92	7,945 38	23,095 83	1,619 17	3,418 02	.....	50,231 32	1,403	35 80
Tug Robert Mackay.....	1,317 96	3,228 79	4,059 41	308 30	997 66	9,892 12	.....	439	22 53
" Aberdeen.....	1,357 23	3,158 68	3,812 92	298 45	950 00	9,577 28	.....	449	21 33
" St. Peter.....	1,047 14	1,339 60	3,659 83	238 12	100 00	6,984 69	.....	432	16 17
" St. Louis.....	961 37	1,234 65	1,760 99	141 77	40 00	4,138 78	.....	237	17 46
" Courier.....	288 94	307 69	1,044 07	58 73	161 77	1,861 20	.....	228	8 16
Totals.....	4,972 64	9,869 41	14,337 22	1,045 37	2,229 43	.....	32,454 07	1,785	18 18
Scows and plant not in use.....	21,282 08	.....	.....	762 59	4,337 92	26,382 58	.....		
Grand totals.....	73,839 46	31,232 39	62,083 83	5,989 82	17,096 24	.....	190,241 74		

**HARBOUR DREDGING.**  
**STATEMENT showing Cost of Harbours Commissioners' Dredging by different Dredges, with their proportion of Tug and Scow Service for 1901.**

Vessels.	DREDGE SERVICE.		TUG SERVICE.		SCOW SERVICE AND SUNDRIES.		DREDGE WITH TUG AND SCOW SERVICE ADDED.		TIME OF SERVICE.		Cost per Working Day of Dredge.		Quantity Dredged.		Average cost per cubic yard.		Additional cost for unloading by derricks.		PROPORTIONS OF MATERIALS DREDGED.	
	Cost.	\$ cts.	Proportion of Cost.	\$ cts.	Proportion of Cost.	\$ cts.	Cost.	\$ cts.	Days or Nights.	\$ cts.	c. yds.	cts.	cts.	p. c.	p. c.	Earth.	Rock.			
Dipper dredge No. 1.....	24,562 78	9,089 30	7,388 86	41,040 94	340	120 70-7	454,550	0903	0471	98	02									
" 2 .....	21,530 88	9,062 57	7,367 12	37,960 57	339	111 97-8	442,077	0859	0471	96	04									
" 3 .....	21,901 88	9,490 20	7,714 84	39,106 92	355	110 16	319,722	1223	0471	83	17									
" 4 .....	13,178 23	4,812 00	3,911 76	21,901 99	180	121 67-7	142,872	1533	0471	76	24									
Total and averages.....	81,173 77	32,454 07	26,382 58	140,010 42	1,214	155 33	1,359,221	1031	.....	91½	08½									

NOTE.—For full particulars of materials dredged at different places by the various dredges, see detailed statements in the preceding report.



## APPENDIX No. 3.

REPORT OF THE MONTREAL HARBOUR COMMISSIONERS FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1901.*(This report incomplete.)*REPORT OF THE HARBOUR MASTER OF THE PORT OF MONTREAL,  
FOR THE YEAR 1902.

HARBOUR MASTER'S OFFICE,

MONTREAL, December 31, 1902.

DAVID SEATH, Esq.,  
Secretary Harbour Commissioners,  
Montreal.

SIR,—I beg to submit for the information of the Harbour Commissioners of Montreal, the following as my annual report for the year ended 31st December, 1902. Appended thereto will be found seven comparative statements showing respectively for the past ten years :

1. The number, tonnage and classification of sea-going vessels that arrived in port ;
2. Those that arrived from the Maritime Provinces ;
3. Number and tonnage of inland vessels ;
4. The dates of the opening and closing of navigation, &c. ;
5. The number and tonnage belonging to the different nationalities ;
6. The number and tonnage of vessels consigned to the different agents ;
7. Number and tonnage of sea-going and inland vessels.

From these statements it will be seen that 758 sea-going vessels arrived in port during the past season, with tonnage of 1,541,272 tons, an increase of sixteen vessels and 88,224 tons over the previous year.

Of these vessels 730 were built of iron and steel, with a tonnage of 1,533,007 tons ; and twenty-eight were built of wood, with a tonnage of 8,265 tons.

Of inland vessels there arrived 9,395, with a tonnage of 1,885,250 tons, an increase of 945 vessels, and 202,064 tons, making a grand total of vessels of all classes of 10,153 vessels, and a tonnage of 3,426,522 tons, an increase of 961 vessels of all classes, and 290,288 tons, over the previous year.

Some of the principal items of exports and imports (as obtained from the best sources of information) were :—

*Exports.*

LUMBER.—To the United Kingdom and continental ports :

1902.	1901.
240,472,113 feet.	222,424,850 feet, an increase of 18,047,263 feet.

LUMBER.—To the River Plate :

1902.	1901.
353,492 feet.	863,067 feet, a decrease of 509,575 feet.

2-3 EDWARD VII., A. 1903

	1902.		1901.
GRAIN.—Wheat,	16,888,505 bushels.		13,594,686 bushels.
Corn,	239,792 "		4,059,790 "
Peas,	413,885 "		719,520 "
Oats,	1,931,636 "		2,453,949 "
Barley,	262,958 "		636,752 "
Rye,	878,409 "		769,298 "
Flaxseed,	330,399 "		669,634 "
Buckwheat,	163,677 "		89,453 "
Total	21,109,261 "		22,993,082 "

Showing a decrease of 1,883,821 bushels.

	1902.		1901.		
Flour.....	659,395 barrels.	524,494 barrels.	Increase ...	134,901 barrels.	
Meal.....	24,811 "	34,982 "	Decrease ...	10,171 "	
Eggs.....	158,310 cases.	200,215 cases.	" ....	41,905 cases.	
Cheese.....	2,112,662 boxes.	1,783,031 boxes.	Increase ...	329,631 boxes.	
Butter.....	539,553 p'kgs.	406,862 p'kgs.	" ....	132,691 p'kgs.	
Apples.....	508,890 barrels.	121,528 barrels.	" ....	387,362 barrels.	
Cattle.....	77,193 head.	73,791 head.	" ....	3,402 head.	
Sheep.....	45,831 "	54,538 "	Decrease ...	8,707 "	
Horses.....	549 "	7,386 "	" ....	6,837 "	

#### Imports.

	1902.		1901.		
Coal from Great Britain	85,136 tons,	83,849 tons.	Increase	1,287 tons.	
" United States,	90,472 "	341,163 "	Decrease	250,691 "	
" Maritime Prov.,	1,082,040 "	911,008 "	Increase	171,032 "	
Total	1,257,648 "	1,336,020 "	Decrease	78,372 "	

Of the above quantities there were discharged :

	1902.		1901.		
In the harbour.....	1,166,618 tons.	1,245,795 tons.			
In the canal.....	91,030 "	90,225 "			
Cement.....	256,081 brls.	261,416 brls.	Decrease	5,335 brls.	
Scrap iron .....	76,394 tons.	20,367 tons.	Increase	56,027 tons.	

#### NOTES.

There has been an increase of 16 ocean vessels and 88,224 tons, and an increase of 945 inland vessels and 202,064 tons making a total increase of 961 vessels of all classes and 290,288 tons, over the previous year.

As will be seen, the traffic was the largest in the history of the port, and with the very large improvements that have been carried out some inconvenience was suffered towards the close of the season, which was unavoidable, owing to the then existing circumstances.

The whole most respectfully submitted.

JAMES McSHANE,  
Harbour Master.

## SESSIONAL PAPER No. 23

## PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port in the past ten years, with the dates of the greatest number in Port at one time.

Years.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigantines.	Tonnage.	Schooners.	Tonnage.	Total Number of Vessels.	Total Tonnage.	Number in Port.
1893.....	737	1,128,658	3	4,014	11	8,893	5	1,856	48	8,356	804	1,151,777	42	July	19
1894.....	684	1,079,313	3	4,324	14	9,609	5	901	28	2,762	734	1,096,909	32	May	23
1895.....	592	1,055,611	1	1,545	9	7,714	7	1,689	31	2,827	640	1,069,386	25	June	18
1896.....	669	1,200,543	5	7,350	6	4,003	9	2,052	20	2,520	709	1,216,468	37	July	29
1897.....	752	1,368,395	8	3,958	7	1,745	29	4,904	796	1,379,002	40	"	28		
1898.....	830	1,567,436	2	3,023	12	10,031	5	1,478	19	2,104	868	1,584,072	42	Aug.	1
1899.....	773	1,509,668	7	3,530	3	1,048	18	3,365	801	1,517,611	39	July	29		
1900.....	692	1,382,675	2	891	4	875	28	9,415	726	1,393,886	27	June	28		
1901.....	707	1,438,081	4	2,240	9	4,427	20	4,954	758	1,541,272	29	Oct.	9		
1902.....	729	1,531,891	9	4,427	20	4,954	758	1,541,272	29	Oct.	9				

JAMES McSHANE,  
*Harbour Master.*

## PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number, Tonnage and Classification of Sea-going Vessels that arrived in Port from the Maritime Provinces the past ten years.

Years.	Steamships.	Tonnage.	Ships.	Tonnage.	Barques.	Tonnage.	Brigs.	Tonnage.	Brigantines.	Tonnage.	Schooners.	Tonnage.	Total Number of Vessels.	Total Tonnage.
1893.....	333	324,188	.....	.....	.....	.....	1	169	.....	.....	34	2,577	368	326,934
1894.....	349	362,945	.....	.....	3	2,323	.....	.....	4	609	23	2,230	379	362,107
1895.....	256	296,256	.....	.....	.....	.....	.....	.....	5	1,070	30	2,734	291	300,060
1896.....	252	292,880	.....	.....	1	178	.....	.....	4	734	15	1,188	272	294,981
1897.....	298	364,936	.....	.....	.....	.....	.....	.....	2	376	31	1,051	311	366,363
1898.....	327	372,274	.....	.....	.....	.....	.....	.....	.....	.....	14	1,397	341	373,671
1899.....	336	415,825	.....	.....	.....	.....	.....	.....	.....	.....	7	646	343	416,471
1900.....	279	352,002	.....	.....	.....	.....	.....	.....	1	169	15	2,564	295	354,735
1901.....	282	434,140	.....	.....	1	999	.....	.....	.....	.....	10	991	293	436,130
1902.....	311	466,671	.....	.....	.....	.....	.....	.....	.....	.....	11	2,063	322	468,734

JAMES McSHANE,  
*Harbour Master.*



PORT OF MONTREAL.

COMPARATIVE STATEMENT Showing the Number and Tonnage of Inland Vessels that arrived in Port, the past ten years, with the greatest number in Port at one time.

Years.	Number of Vessels.	Tonnage.	Greatest Number in Port at one time.
1893.....	5,244	1,153,600	159, July 25
1894.....	4,666	979,809	158, May 20
1895.....	4,498	943,717	172, July 20
1896.....	4,832	1,004,117	165, June 11
1897.....	6,384	1,134,346	160, July 30
1898.....	6,941	1,807,892	200, Aug. 12
1899.....	8,877	1,899,097	216, July 28
1900.....	8,347	1,669,494	219, June 20
1901.....	8,450	1,683,186	167, June 28
1902.....	9,395	1,885,250	209, July 23

JAMES McSHANE,  
*Harbour Master.*

PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the dates of the Opening and Closing of Navigation, first Arrival from Sea, and the last Departure for Sea, the past ten years.

Years.	Opening of Navigation.	Closing of Navigation.	First Arrival from Sea.	Last Departure for Sea.
1893.....	April 24.....	Dec. 4.....	May 3.....	Nov. 23....
1894.....	" 12.....	" 26.....	April 27....	" 24.....
1895.....	" 20.....	" 6.....	" 27.....	" 25.....
1896.....	" 22.....	" 19.....	" 28.....	" 23.....
1897.....	" 17.....	" 19.....	" 30.....	" 24.....
1898.....	Mar. 31.....	" 12.....	" 26.....	" 28.....
1899.....	April 24.....	" 30.....	" 27.....	" 29.....
1900.....	" 21.....	" 10.....	" 26.....	Dec. 3.....
1901.....	" 21.....	" 10.....	" 25.....	Nov. 25....
1902.....	" 3.....	" 4.....	" 17.....	Dec. 4.....

JAMES McSHANE,  
*Harbour Master.*

SESSIONAL PAPER No. 23

## PORT OF MONTREAL.

STATEMENT showing the Nationality and Tonnage of Sea-going Vessels that arrived in Port during the Season of 1902, that were navigated by 30,949 Seamen.

Nationality.	Number of Vessels.	Tonnage.
British.....	556	1,200,274
Norwegian.....	165	285,991
German.....	14	28,665
American.....	20	21,369
Danish.....	2	4,453
Austrian.....	1	520

JAMES McSHANE,  
*Harbour Master.*

## PORT OF MONTREAL.

NUMBER and Tonnage of Sea-going Vessels, consigned to the following agents, during the season of 1902.

Number.	Names of Firms.	Steam.	Tonnage.	Sail.	Tonnage.	Total Vessels.	Total Tonnage.
1	The Dominion Coal Co.....	210	385,616			210	385,616
2	Elder, Dempster & Co.....	75	254,829			75	254,829
3	H. & A. Allan.....	74	236,360			74	236,360
4	The R. Reford Co.....	86	190,364			86	190,364
5	Furness, Withy & Co.....	47	121,573			47	121,573
6	McLean, Kennedy & Co.....	50	103,360			50	103,360
7	D. Torrance & Co.....	18	56,195			18	56,195
8	J. R. Ellerman.....	16	44,160			16	44,160
9	The Canadian Forw. and Export Co....	14	25,505			14	25,505
10	Masters.....	25	22,119	2	1,120	27	23,239
11	J. G. Brock & Co.....	25	19,859	5	495	30	20,354
12	Intercolonial Coal Co.....	20	16,507			20	16,507
13	Hy. Dobell & Co.....	25	15,160			25	15,160
14	F. A. Routh & Co.....	9	11,771	3	1,129	12	12,900
15	J. R. McCarthy.....	7	8,158	2	584	9	8,742
16	A. Baile.....	6	5,946			6	5,946
17	F. Leyland & Co.....	3	5,150			3	5,150
18	Five others.....	19	9,259	17	6,053	36	15,312
	Total.....	729	1,531,891	29	9,381	758	1,541,272

JAMES McSHANE,  
*Harbour Master.*

## PORT OF MONTREAL.

COMPARATIVE STATEMENT showing the Number and Tonnage of Sea-going and Inland Vessels that arrived in Port, the past ten years.

Years.	SEA-GOING.		INLAND.		GRAND TOTAL.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
1893.....	804	1,151,777	5,244	1,153,600	6,048	2,305,377
1894.....	734	1,096,809	4,666	979,909	5,400	2,076,718
1895.....	640	1,069,386	4,498	943,717	5,138	2,013,103
1896.....	709	1,216,468	4,832	1,004,117	5,541	2,220,585
1897.....	796	1,379,002	6,384	1,134,346	7,180	2,513,348
1898.....	868	1,584,072	6,941	1,807,892	7,809	3,391,964
1899.....	801	1,517,611	8,877	1,899,097	9,678	3,416,708
1900.....	726	1,393,886	8,347	1,669,494	9,073	3,063,380
1901.....	742	1,453,048	8,450	1,683,186	9,192	3,136,234
1902.....	758	1,541,272	9,395	1,885,250	10,153	3,426,522

JAMES McSHANE,  
*Harbour Master.*



## APPENDIX No. 4.

### REPORT OF THE QUEBEC HARBOUR COMMISSIONERS FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

*(Under the Authority of the Quebec Harbour Commissioners' Act, 1899).*

QUEBEC, January 2, 1903.

To the Honourable RAYMOND PREFONTAINE,  
Minister of Marine and Fisheries,  
&c., &c., &c.,  
Ottawa.

SIR,—In compliance with the requirements of the Quebec Harbour Commissioners Act, 1899, I have the honour to report as follows on the doings of the Quebec Harbour Commissioners for the year 1902.

#### CHIEF ENGINEER'S REPORT,

The annexed report (marked 'A'), from the Chief Engineer, Mr. St. George Boswell, conveys information in regard to all matters coming under his care, such as the construction of new works, and the maintenance in proper order of the whole of the Commissioners' properties.

#### WHARFINGER'S REPORT.

The annexed report (marked 'B'), from the Wharfinger, Mr. P. Flynn, gives the usual information regarding the number of vessels using the Louise Docks, and the railway traffic over this portion of the Commissioners' property during the year 1902.

#### HARBOUR MASTER'S REPORT.

The annexed report (marked 'C'), from the Harbour Master, Mr. James C. Sullivan, gives information in regard to the opening and closing of navigation in the harbour, formation of ice, disposal of ballast, &c. During the past season no ballast was thrown into the river, all of it being utilized for filling purposes.

At St. Thomas, the Commissioners continue to employ the harbour master there, to supervise the discharge of ballast, and to see that the regulations concerning it are strictly obeyed.

#### PREMISES LEASED.

Renewals for one year of the premises leased have been given to Messrs. E. M. Lennon & Co., John S. Thom, Quebec Coal Company, A. R. Pruneau & Co., Whitehead & Turner, Joseph Gingras, Benson & Borland, and G. M. Webster & Co., for their coal yard on the north side of the embankment.

#### COAL DISCHARGING BERTHS.

Commissioners on the 26th April signed a lease with the Dominion Coal Company, Limited, for the new coal wharf, Inner Basin, for a term of fifteen years. Under the

2-3 EDWARD VII., A. 1903

provisions of this lease, the Dominion Coal Company are bound to erect on the leased premises a discharging plant of not less than fifty thousand dollars in value, and to bring to and discharge on it not less than 50,000 tons of coal during each year of the lease.

Another similar site, adjacent to that of the Dominion Coal Company, has been granted to and accepted by the Nova Scotia Steel and Coal Company. Although the lease for this site has not yet been signed it will be so in a few days, the arrangement being practically closed; the conditions being precisely the same as those by which the Dominion Coal Company are bound.

On the 14th of February, the Vice-President of the International Coal Mining Company, accompanied by Mr. A. E. Scott, their Quebec agent, had an interview with the Commissioners, and then placed before them that company's aims in regard to the Québec coal trade, and the accommodation that they would require.

#### SHIPMENTS BY THE LEYLAND LINE.

The Leyland Line of steamers, running in connection with the Great Northern Railway loaded here fifteen full cargoes consisting of grain and other general products during the season of 1902. Details of these will be found in the Wharfinger's report.

It is expected by the Commissioners that this direct trade will be greatly increased during the coming season and that the two elevator berths will be fully occupied.

#### GREAT LAKES AND ST. LAWRENCE TRANSPORTATION CO.

On the 4th of January, Commissioners came to a provisional agreement with Capt. A. B. Wolvin, of Duluth, Minn., or company to be organized by him, in regard to that gentleman's making Quebec the terminal and transshipping point for his fleet of lake vessels, inaugurating therewith ocean steamer connection, and shipping from Quebec at least 60,000 tons of freight during each season of navigation, twelve months' delay being allowed to Capt. A. B. Wolvin or company, to complete arrangements. A company has been formed by Capt. A. B. Wolvin, called the Great Lakes and St. Lawrence Transportation Company, and the Commissioners expect that during the coming season, this company will utilize to the fullest extent the advantages granted to them.

#### COLD STORAGE WAREHOUSES.

The Commissioners have purchased from the Quebec Cold Storage and Warehouses Company, their plant and buildings, taking possession of same 1st of May last. The receipts over the operating expenses for the eight months that they have been worked by the Commissioners, show a surplus of \$1,123.93.

#### EXTENSION OF HARBOUR IMPROVEMENTS.

In March a special committee consisting of the chairman (Mr. J. B. Laliberté), Honourable John Sharples, Mr. N. Rioux and Mr. Etienne Dussault, accompanied by the Secretary and the Chief Engineer, proceeded to Ottawa, to place before the Honourable the Premier and his colleagues, the additional facilities required in Quebec for harbour improvements to accommodate the present and incoming trade. The Commissioners had an interview with the Premier and his colleagues, the Minister of Public Works, Minister of Justice and Solicitor General, Mr. Edwards, M.P., and Mr. Demers, M.P., for Lévis County, being also present.

The committee placed before the Premier and the other members of the Government clearly and fully the requirements of Quebec in the way of extension of the harbour improvements. At the request of the Honourable the Minister of Public Works, the Chief Engineer (Mr. Boswell) remained in Ottawa to go into the details of the various schemes submitted, with the engineers of his department.



SESSIONAL PAPER No. 23

As an outcome of this visit and during the session of 1902, \$100,000 was voted for the purpose of further improvements in the harbour of Quebec.

The Commissioners intend to continue to press upon the Government, the necessity for an immediate extension to the harbour accommodation in Quebec, which has proved inadequate for the present demands.

BY-LAWS.

The Commissioners' by-laws dealing with the regulations for the government of the Harbour and Port of Quebec, and numbered from 1 to 100 inclusive, were approved by the Governor General in Council on the 12th of March and came into force by publication in the 'Canada Gazette' of Saturday, March 29.

Since then two more by-laws have been passed by the Commissioners and have received the necessary sanction and publication to give them effect, viz., No. 101, prohibiting smoking in the Commissioners' landing sheds, and fast driving over the Cross-wall draw-bridge, and No. 102, changing the coal regulations.

REPAIRS TO PROPERTIES.

Careful attention has been paid during the year to the various properties of the Commissioners to maintain and bring them up to a first-class condition.

Details will be found in the Chief Engineer's report.

EXPENDITURE ON CAPITAL ACCOUNT.

Particulars as to the expenditure on capital account will be found on a statement accompanying this report. The largest items under this heading are the new stores Nos. 21 and 22, which out of a total expenditure of \$39,286.95, consumed \$34,920.33. See Chief Engineer's report for details.

REVENUE AND EXPENDITURE.

The revenue of the Commissioners for the year 1902 has been \$94,770.64, an increase of \$11,101.55 over that of 1901, and the expenditure (including the interest on \$350,000.00 of First Preference Bonds) \$73,161.27, leaving a surplus, which includes the \$13,845.48 charged to the Department of the Interior for the ground occupied for immigration purposes of \$21,609.37.

DEATH OF THE HONOURABLE R. R. DOBELL.

The Commissioners have to record with feelings of the profoundest regret the death of the senior member of their Board, the late Honourable R. R. Dobell, M.P., P.C.

Mr. Dobell was first elected in 1873 to represent the Board of Trade on the Commission and since that time and up to the date of his lamented death had been continuously re-elected to represent the interests of that most important Corporation.

During his long term of office Mr. Dobell by his intimate knowledge with all matters connected with the shipping and commercial interests of this port, rendered the Commissioners and the community at large most valuable service.

ELECTION BY BOARD OF TRADE.

At the meeting of the Commissioners held on the 23rd of January, a letter was received from the Secretary of the Board of Trade notifying that at a special meeting of their Council held that day, that their President, George Tanguay, Esq., M. P. P.,



2-3 EDWARD VII., A. 1903

had been elected as their representative on the Quebec Harbour Commission to complete the unexpired term of the late Honourable R. R. Dobell.

## ACTING CHAIRMAN.

During the absence in Europe of the Chairman (Mr. J. B. Laliberté), Mr. Narcisse Rioux was the presiding officer, having been unanimously elected by the Board as Acting Chairman.

## ICE CUTTING.

During the winter of 1901-1902, 91,948 blocks of ice have been cut for local use.

Care has been taken that all this ice cut for domestic purposes is perfectly pure and taken from localities in the harbour that have been selected after an analysis of the ice had been made.

To this report are annexed the various statements conveying the information yearly forwarded to your department in connection with the harbour, as also a complete statement of the Commissioners' accounts for the year.

I have the honour to be, sir,  
Your most obedient servant,

JAS. WOODS,  
*Secretary-Treasurer.*

SESSIONAL PAPER No. 23

A.

HARBOUR ENGINEER'S OFFICE,

QUEBEC, January 2, 1903.

JAMES WOODS, Esq.,  
Secretary-Treasurer,  
Harbour Commission,  
Quebec.

SIR,—I have the honour to submit, herewith, the following, with reference to the various works in connection with the maintenance and improvement of the harbour of Quebec, executed during the year 1902.

NEW WORK.

A timber framed freight shed, sheathed with galvanized iron, and having a floor area of 20,500 superficial feet, has been erected on the Point-à-Carcy extension pier. This shed was constructed in conjunction with the new grain conveyor, built along the river face of the Point-à-Carcy wharf, and connected by a cross gallery, with the Great Northern elevator.

The portion of the grain gallery running down the river front of the Point-à-Carcy extension, is supported on the roof of the new shed, in order to keep the wharf surface, between the face of the shed and the quay front, clear of supports.

The work of building the foundations, consisting of pile driving raising face of extension pier, constructing, repairing cribwork, &c., as also the preparing of the framing of shed, was begun in April; the actual erection was commenced during the first week in May, and the building was ready for use early in August.

Owing to the fact that salt, cement and other heavy goods, were apt to accumulate in the landing sheds, the Commissioners decided to have a building erected in which such articles could be stored for a limited time. A building for the above purpose has consequently been erected on the north face of the embankment, near the Immigration Building. This store has a floor area of 21,200 superficial feet. The erection was begun in May, and by the middle of August the building was ready for use.

GENERAL.

The railway tracks, at the eastern end of the Embankment Shed No. 20, have been so arranged as to afford an exit from either end of shed. To accommodate the travelling cranes of the St. Lawrence Terminal Co., a duplicate track has been laid down between the face of this shed and the quay front, and a special track has been placed on the cross-wall.

Seven of the cast iron posts, on the Tidal Harbour quay front, have been removed and replaced by mooring rings, to allow of the passage of these cranes.

Road crossings have been laid down between the carriage roadway and the 21 shore doors of the Embankment Shed No. 20.

Twelve C. iron mooring posts have been placed in the quay wall of the wet dock, and two on the river face of the break-water, to replace wooden ones.

Extensive repairs have been made to the railway tracks rebalasted on the embankment, some 2,000 ties having been renewed, new switch timbers put in, and the tracks rebalasted throughout.

The railway line along the northern cribwork has also been protected by stone pitching placed between the track and the coping of cribwork. The entrance gates to

2-3 EDWARD VII., A. 1903

wet dock have been repaired and painted, and provided with an additional set of elm fenders.

The carriage roadway has been macadamized and kept in good order.

The roofs of sheds Nos. 13 and 14 have been repaired and painted.

A new foundation has been placed under the weigh house at Messrs. Madden & Son's coal yard; and generally, the whole of the Louise Embankment property has been kept in a good state of repair.

The railway tracks on the Point-à-Carcy extension pier have been taken up and relayed, so as to bring the cars along side the stone face of the new shed, with the car and shed floors on the same level; a roadway has also been laid down on this pier.

The flooring of the bond store No. 2, on the Point-à-Carcy wharf, has been raised up, so as to bring it above the reach of the highest tides.

The dwelling house occupied by the bridge engineer, on the Commissioners' wharf, has been repaired; the repairs consisting, in building up the rear brick wall, renewing the foundations under two of the side walls, renewing the flooring of the first flat, and repairing and painting roof.

Repairs to the surface planking of Reynards, Marmets, Atkinson's and the East India wharfs have been effected, and new fenders placed on the face of the Wellington wharf.

The Commissioners' dredge was loaned during a part of last season to the Quebec and Lake St. John Railway Company, for the purpose of dredging out a foundation for the cribwork block, which the railway company intend placing at the eastern end of their terminal property, facing on the wet dock. The dredge was engaged at this work, from the first week in July until the second week in September, after which date she was replaced by the Government Dredge No. 6, which continued the work until the close of the season.

During the remainder of the summer the Commissioners' dredge was employed removing deposits in the tidal harbour and wet dock; while at this work in the tidal harbour, she removed from the bottom of the basin two large pieces of ships' iron framing and plating, probably some of the remains of the wreck of the *Wylo* and from the wet dock, the remains of a sunken wooden barge, which had been carried up against the face of the new coal crib, and formed a dangerous obstruction at this berth.

The Government Dredge No. 6 from the opening of navigation, until the time she was loaned to the Quebec and Lake St. John Railway Co., was engaged in deepening the entrance of the tidal harbour; and although only able to work at extreme low tide, has succeeded in deepening the entrance by some six (6) feet.

The cross wall draw-bridge was operated for the first time the past season on April 3 and for the last time on December 6. The water was retained in the wet dock for the first time on April 24; and for the last time on December 4, on which date the gates were allowed to remain open, and were secured for the winter.

The tide not having risen sufficiently for the purpose, the entrance gates to wet dock were not opened the morning tide of October 10.

I have the honour to be, sir,  
Your obedient servant,

(Sgd.) ST. GEO. BOSWELL,  
*Chief Engineer.*



B.

QUEBEC, January 2, 1903.

JAMES WOODS, Esq.,  
Secretary-Treasurer,  
Harbour Commissioners,  
Quebec.

SIR,—I have the honour to submit the following with reference to the traffic of the St. Charles' docks and wharfs.

During the past season sixty-eight (68) ocean mail steamers of two hundred and sixty-three thousand, seven hundred and forty-eight (263,748) tons register used the docks for landing immigrants, baggage, etc., and nine hundred and fifty (950) tons of western freight.

One hundred and sixteen (116) steamships of four hundred and one thousand five hundred and seventeen (401,517) tons register landed eighteen thousand and fifty-three (18,053) tons of general cargo.

Nineteen (19) steamships of twenty-two thousand eight hundred and thirty-five tons (22,835) register landed five thousand and eighteen tons (5,018) salt and one thousand nine hundred and thirteen (1,913) tons of cement.

Nine (9) sailing vessels of two thousand two hundred and twenty-three (2,223) tons register landed two thousand six hundred and seventy (2,670) tons of molasses.

Thirty-seven (37) steamships of fifty-three thousand one hundred and thirty-three (53,133) tons register landed eighty-one thousand four hundred and ninety-six tons (81,496) of coal.

Twenty-seven (27) barges of twenty-seven thousand one hundred and thirty-five (27,135) tons register landed thirty-two thousand nine hundred and ninety-four (32,994) tons of coal.

Four (4) lower port steamships of nine hundred and seventeen (917) tons register landed seven hundred and fifty (750) tons of coal.

Twenty-four (24) American barges of twenty-four hundred and sixty-nine tons (2,469) register landed four thousand and fifty (4,050) tons coal.

Fifty-three (53) lower port steamships of twelve thousand three hundred and forty-one (12,341) tons register, landed and shipped two thousand and fifty-five (2,055) of general cargo.

Forty-five (45) schooners and bateaux, landed one hundred and thirty-eight thousand five hundred and ninety-seven (138,597) railway ties.

Thirty-two (32) schooners of one thousand six hundred and ninety-six (1,696) tons register, landed and shipped twenty-two hundred and seventy-six (2,276) cords of pulp-wood.

Six (6) steamers of fifteen thousand six hundred and ninety-one (15,691) tons register loaded full cargoes of lumber.

Three (3) sailing vessels of two thousand eight hundred and ninety-five (2,895) tons register loaded full cargoes of lumber.

Thirteen (13) steamers of thirty-four thousand eight hundred and ten (34,810) tons register loaded twenty-four thousand eight hundred, and ninety-six (24,896) tons of pulp.

Twenty-eight (28) steamers of seventy-nine thousand nine hundred and ninety-three (79,993) tons register load part cargo of lumber, etc.

The Leyland Line Company Limited have shipped from the port of Quebec during the season as follows :—

Fifteen steamships of sixty thousand one hundred and fifteen (60,115) tons register.

2-3 EDWARD VII., A. 1903

Shipped one million five hundred and eighty-seven thousand four hundred and nine (1,587,409) bushels of wheat.

Forty-two thousand four hundred and sixty (42,460) bushels of oats.

Six hundred and seventy-five (675) sacks of wheat.

Two hundred and eighty-three thousand four hundred and twenty-nine (283,429) sacks of flour.

Eleven thousand six hundred and six (11,606) sacks of oilcake.

Five thousand seven hundred and ninety-seven (5,797) standard of deals.

One thousand three hundred and eighty-one (1,381) standard shooks.

Eight thousand five hundred and twenty-three (8,523) cases of splints.

Two thousand six hundred and seventy-one (2,671) cases of blocks.

Twelve thousand seven hundred and seventy-four (12,774) bags of asbestos fibre.

Twenty-two thousand nine hundred and fifty-eight (22,958) doors.

Four hundred and forty-four (444) bundles of doors.

Two thousand three hundred and forty nine (2,349) bundles of mouldings.

Two hundred and two (202) cases bottle tops.

One hundred and thirty eight (138) brls. of pickets.

One thousand one hundred and forty-one (1,141) bales of wood pulp.

One thousand and ninety-seven (1,097) brls. of hardwood lumber.

Two hundred and eighty (280) bags of peas.

Eight thousand one hundred and fourteen (8,114) pieces of hardwood lumber.

Fourteen thousand three hundred and forty (14,340) cases canned salmon.

One hundred and sixty-one (161) packages of furniture.

Six hundred and eight (608) brls of salmon oil.

Twelve thousand two hundred and twenty-nine (12,229) packages of butter.

Four hundred and thirty-two (432) bales of hops.

Four thousand five hundred and eighty-four (4,584) cases of goods.

Three thousand two hundred and ninety-nine (3,299) bags of asbestos sand.

Two thousand and two (2,002) bags of crude asbestos.

One thousand three hundred and sixty-one (1,361) rolls of paper.

Nine thousand four hundred and sixty-eight (9,468) bundles of pulp board.

Ten thousand six hundred and nine (10,609) bundles of pulp.

One thousand (1,000) pails of lard.

Twelve thousand five hundred and fourteen (12,514) boxes of cheese.

Forty thousand five hundred and thirty-nine (40,539) bales long hay.

One hundred and thirty-nine thousand seven hundred and seventy (139,770) bales compressed hay.

Eighteen thousand three hundred and seventy-eight (18,378) quarters of beef.

Nineteen thousand seven hundred and four (19,704) boxes of provisions.

Five hundred and thirty (530) cases wax.

Three thousand three hundred and eighty-five (3,385) head of cattle.

One thousand four hundred and eighteen (1,418) head of sheep.

Two (2) horses.

One hundred and thirty-four (134) packages of sundries.

Two hundred and forty-three (243) brls. of wax.

#### VESSELS IN DISTRESS USING THE DOCKS.

SS. *Sahara*.—Having been aground on the north-west reef at Bic, came into the dock for survey, and after transhipping a part of her cargo of rice proceeded to Montreal.

SS. *Indiana*.—Having struck on Baul island, on the north shore of the St. Lawrence (below Quebec), came back to Quebec and discharged her cargo, and after holding a survey went into the graving dock at Levis to be repaired, after which she reloaded and proceeded to sea.

SS. *Manchester Importer*.—Having struck on the north side of White Island reef came back to Quebec, discharged a part of her cargo, and after repairing, reloaded and proceeded to sea.

SESSIONAL PAPER No. 23

SS. *Tiger*.—Having been in collision with the ss. *Hilda* and having received considerable damage, came into the dock and discharged her full cargo, after which she went to Davies' slip, and after being repaired, reloaded and proceeded to sea.

SS. *Hilda*.—Having been in collision with the ss. *Tiger* came into the dock to hold a survey, after which she proceeded to Montreal to make repairs.

SS. *Manchester Engineer*.—Having struck on Serpent rock about six (6) miles below Fame Point, came alongside Point-à-Carcy wharf and after transshipping a small quantity of coal proceeded to Montreal.

SS. *Iberian*.—Having struck ground at Red Island came to Point-à-Carcy wharf and landed her inward cargo, after which she went into the dock to be surveyed, and having been found very much damaged was placed in the graving dock at Levis to be repaired this winter.

SS. *Loango*.—Having touched bottom when off Cape Rouge on her way down from Montreal, came into the dock and discharged a part of her cargo; repaired, reloaded and proceeded to sea.

SS. *Sicilian*.—When about one (1) mile below Bellechasse struck some obstacle in mid-channel, came back to the dock unloading a part of her cargo, after which she was temporarily repaired, reloaded and proceeded to sea.

During the past season, the different ocean mail steamers landed thirty-nine thousand (39,000) steerage passengers at the Immigration Station, Louise Docks, who were forwarded to their future homes by the Canadian Pacific Railway Company.

No record has been kept of cabin passengers.

The surface traffic has required the employment of eight thousand nine hundred and sixty-six (8,966) cars, being an increase of seven hundred and sixteen (716) on the previous year.

There are wintering on the Louise Docks twenty thousand three hundred and forty-nine (20,349) Quebec standard of lumber, besides coal, railway ties, timber, &c.

There are stored in the different freight sheds salt, cement, flour, pulp, &c., &c., which the owners are obliged to remove before the opening of navigation.

The docks are used from the 30th November for wintering a large number of vessels of various tonnages, where they find safe quarters to the opening of the navigation.

I have the honour to be, sir,  
Your most obedient servant,

P. FLYNN,  
*Wharfinger.*



2-3 EDWARD VII., A. 1903

C.

## QUEBEC HARBOUR COMMISSIONERS' OFFICE,

QUEBEC, January 2, 1903.

JAMES WOODS, Esq.,  
 Secretary-Treasurer,  
 Harbour Commission,  
 Quebec.

SIR,—I have the honour to submit the following report, with reference to the harbour for the year 1902.

Navigation was open in the harbour all winter.

Local navigation from the Lower St. Lawrence was opened by the arrival of schooner *Marie Flora*, Capt. Gagné, which arrived in the harbour (light) on March 21.

The ice in the wet dock and tidal basin broke up on March 28.

SS. *Douro*, first coasting steamer left the harbour with passengers and general cargo for the North shore, Gulf St. Lawrence, on April 3.

Navigation from all parts of the Lower St. Lawrence was open on April 4.

The Government revenue cutter ss. *Constance* left for the Gulf St. Lawrence on April 7.

SS. *Savoy* left for Anticosti with passengers and a full general cargo on April 6.

All local pontoons were placed in the harbour on April 14.

SS. *Douro* arrived in the harbour from the north shore, Gulf St. Lawrence, with passengers and general cargo on April 9.

SS. *Fremona* the first ocean freight steamer of the Mediterranean ports, arrived and anchored in the harbour on April 13, to await the buoys being placed on the river between Quebec and Montreal.

Passenger ss. *Quebec* of the Richelieu and Ontario Navigation Co., arrived in the harbour from Montreal on April 15.

Royal mail tender ss. *Rhoda* left the harbour for Rimouski on April 16.

SS. *Carolina* first Richelieu and Ontario Navigation Co., left for the Lower St. Lawrence with passengers and general cargo on April 16.

SS. *Lake Simcoe*, first passenger and freight steamer from sea, arrived in the harbour on April 24, and moored at breakwater.

SS. *Parisian*, first ocean Royal mail and passenger steamer arrived in the harbour on April 26, and moored at the breakwater.

Coal hulk *Grandee* with coal cargo arrived in the harbour and was berthed on the wet dock on April 27.

The first sailing vessel bktn. *Mary Hendry*, from Barbadoes, arrived in the harbour on May 9.

First ballast vessel from sea, bark *Hifhi*, arrived in the harbour on May 26.

SS. *Polino*, coal laden, arrived in the harbour on May 30, went into wet dock to discharge.

SS. *Lake Simcoe*, first ocean steamer, (outward) left the harbour for sea on May 1, with passengers and freight.

First ocean Royal mail steamer ss. *Parisian*, left the harbour for sea on May 3.

H. H. S. *Ariadne* and *Indefatigable* arrived and anchored in the harbour on August 22.

Three ballast ships discharged six hundred and fifty tons (650) of ballast, subdivided as follows :

Government wharf Lévis.....	200 tons clay.
Louise Basin.....	300 " stone.
Point-à-Carcy.....	150 " stone clay.

SESSIONAL PAPER No. 23

No ballast was discharged into the harbour during the last season.

In addition to the routine work of the harbour and office, three hundred and sixteen (316) ocean sea-going steamers have been berthed in the Louise Docks, Break-water and Point-à-Carcy wharfs.

The cost of obtaining this ballast has been one hundred and five dollars and fifty cents (\$105.50), or about 16½ cents per ton.

The harbour regulations have been distributed to all vessels using the harbour during the season of navigation and the carrying out of their provisions attended to.

The limits of the clear water space, opposite the city where the telegraph and Telephone cables are laid, are indicated at night by red light and in day time by sign-boards on both sides of the river.

The last sailing vessel, bark *Arabia*, left the harbour under sail on 28 November.

The last ocean Royal Mail ss. *Pretorian*, left the harbour on 16 November.

The SS. *Saguenay* of the Richelieu Ontario Navigation Company, made her last trip to the Saguenay on November 15.

The SS. *Canada* of the Richelieu and Ontario Navigation Company, made her last trip between here and Montreal on November 28.

The last ocean freight steamer ss. *Polino* arrived in the harbour on the 2nd December and went into Louise Basin to discharge.

The last ocean passenger and freight steamer ss. *Sicilian*, left the harbour on December 2.

SS. *St. Andrew*, last ocean freight steamer, left the harbour on December 4.

All vessels wintering in the wet dock and tidal basin were in their respective berths on December 7.

The ice in the tidal basin and wet dock formed on December 7.

The ice in the St. Charles river formed on the December 9.

The ice in the north channel connecting the Island of Orleans with north shore formed on December 12.

Notices have been posted in suitable localities warning parties from discharging rubbish of any kind, into the harbour, docks, &c., and every precaution is being taken to prevent any violation of the regulations of the Commissioners in that respect.

I have the honour to be, sir,  
Your most obedient servant,

JAS. C. SULLIVAN,  
*Harbour Master.*

Dr.

## REVENUE AND EXPENDITURE.

Cr.

1902.		\$	cts.	1902.		\$	cts.
Dec. 31.	To Tonnage dues	9,098	88	Dec. 31.	By Officers' salaries, including the engineering expenses and cost of superintending the works under construction.	9,881	88
	Import "	4,679	35		Schooner reporters.	387	50
	Export "	6,593	10				
	Harbour "	2,516	21				
							12,269 38
	To Property Earnings—				Commissioners' meetings	2,790	00
	St. Charles docks and wharfs and stores under lease	49,359	37		Legal expenditure	774	61
	Due by and charged to the Department of the Interior for ground occupied for immigration purposes	13,845	48		Notarial	187	10
					Dredging expenses	2,187	01
					Cold storage expenses	4,000	32
					Property expenditure, taxes, insurance and maintenance of Commissioners' docks, wharfs and stores	33,840	23
	Cold storage warehouses				Report and annexures, 1901	383	00
	Beach and deep water lots				Book binding	199	15
	Interest				Stationery	216	92
	Sundries				Plumbing	319	70
					Ball Telephone Company	164	55
					Quebec Gas Company	147	76
					Auditors for 1901	200	00
					Harbour masters' service	470	59
					Harbour master, St. Thomas, looking after ballast vessels	50	00
					Examination of the eye-sight of all pilots	325	00
					Hardware for general use	166	47
					Snow contract	75	00
					Placing and removing buoys, Fly Bank	52	50
					Expenses in enforcing the whistling by-law	50	00
					Shed labour	576	55
					Sundries	1,655	43
					12 months' interest to the 1st January, 1903, on \$350,000 of first preference bonds at 4 p.c. per annum		
					Balance composed as follows: Surplus of receipts from Custom and earnings of docks, wharfs and stores over working expenses and interest on \$350,000 of bonds	14,000	00
							7,763 89



SESSIONAL PAPER No. 23

Due by and charged to the Department of the Interior for rental of ground occupied for immigration purposes .....	13,845 48	21,699 37
94,770 64		94,770 64

JAMES WOODS,  
*Secretary-Treasurer.*

QUEBEC, January 2, 1903.

## STATEMENT of Assets and Liabilities, per Balance Sheet of Date.

1902.	ASSETS.	\$	cts.	1902.	LIABILITIES.	\$	cts.	\$	cts.
Dec. 31.	Real Estate—			Dec. 31.	Quebec harbour debentures.....	3,612,802	42		
	St. Charles docks and wharfs.....	4,061,047	73		First preference bonds.....	350,000	00		
	East India wharf.....	48,896	64		Interest to January 1, 1903, on \$150,000				
	Atkinson's.....	51,103	20		of Preference bonds.....	3,000	00		
	".....	15,740	32		Receiver General of Canada.....	43,380	00		
	Reynar's.....	9,918	29		Shareholders of Quebec—				
	Wellington.....	86,541	85		Cold Storage and Warehouse Co.....	20,000	00	4,029,182	42
	Cold storage plant.....				Surplus, composed as follows—				
	New deck scow.....				Beach and deep water lots.....	55,461	87		
	Hopper barge.....	5,609	28		Profit and oss.....	607,009	82	662,471	69
	Steam crane dredge.....	5,105	21						
	Pile driver.....								
	In re Beach and Deep Water Lots—								
	Capital and debit sundries.....	34,793	70						
	Arrears of interest to June 24.....	6,823	23						
	" " Dec. 24.....	882	12						
	Rents, Wharfage, &c.—								
	Due by sundries, as per balance sheet.....	16,539	08						
	Rentals for November and December.....	1,766	63						
	Cold storage accounts.....								
	Cash—								
	On hand.....	1,570	11						
	In Le Banque Nationale.....	64,536	24						
	Dominion Government—								
	Unsettled claims.....								
	Steel rails.....								
	Broken stone.....								
	Railway ties.....								
	Jackscrews.....								

Tools.....	3,592 28			
Anchors.....	264 38			
Car. oilneum.....	45 00			
Office furniture.....	3,782 12			
Bills receivable.....	1,686 32			
	4,691,654 11			4,691,654 11

MEMO.—The arrears of interest on Government debentures is not included in this statement.

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, January 2, 1903.

JAS. WOODS,  
*Secretary-Treasurer.*

We hereby certify that we have examined the statement of assets and liabilities of the Quebec Harbour Commission for the year 1902, and we find same in all particulars the true position of the Trust at that date.

L. A. BERGEVIN,      }  
ALEX. J. MESSERVEY,    } *Auditors.*

QUEBEC, January 3, 1903.





SESSIONAL PAPER No. 23

QUEBEC HARBOUR COMMISSION.

COMPARATIVE STATEMENT of the Revenue of the Commissioners for the years  
1901 and 1902.

	1901.	1902.	Difference in 1902.	
	\$ cts.	\$ cts.	\$ cts.	
Tonnage dues. ....	9,296 33	9,098 88	197 45	Decrease.
Import " .....	4,872 86	4,679 35	193 51	"
Export " .....	5,500 69	6,593 10	1,092 41	Increase.
Harbour " .....	2,164 25	2,516 21	351 96	"
Earnings of docks, wharfs and stores. ....	56,769 43	63,204 85	6,435 42	"
Cold storage. ....		5,184 25	5,184 25	"
Beach and deep water lots. ....	1,202 76	1,131 62	71 14	Decrease.
Interest. ....	3,862 77	2,354 38	1,508 39	"
Sundries. ....		8 00	8 00	Increase.
	83,669 09	94,770 64	11,101 55	Increase.

JAS. WOODS.

*Secretary-Treasurer.*

QUEBEC, January 2, 1903.

EXPENDITURE ON CAPITAL ACCOUNT DURING THE YEAR 1902.

St. Charles docks and wharfs. ....	3,030 86
New freight shed, Point-a-Carcy extension, No. 21. ....	21,903 22
Salt shed, No. 22. ....	13,017 11
Cold storage warehouse. ....	372 98
Embankment freight shed, No. 20. ....	461 51
Pile driver. ....	210 34
Office furniture. ....	58 79
Tools. ....	232 14
	<u>\$39,286 95</u>

JAS. WOODS,

*Secretary-Treasurer.*

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, January 2, 1903.

## APPENDIX No. 5.

THREE RIVERS HARBOUR COMMISSIONERS' REPORT FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.HARBOUR COMMISSIONERS' OFFICE,  
THREE RIVERS, February 3, 1903.

SIR,—I have the honour, by the direction of the Harbour Commissioners of Three Rivers, to forward herewith, for the information of the Honourable the Minister of Marine, statements of receipts and disbursements of the Commission for the year ending December, 31, 1902.

I have the honour to be, sir,  
Yours respectfully,

GEORGES BALCER,  
*Secretary.*

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

## COMMISSIONERS :

ALEX. HOULISTON, Esq., Chairman.  
R. S. COOKE, Esq.,                      HENRY E. HART, Esq.  
N. L. DENONCOURT,                      R. W. WILLIAMS, Esq.  
GEORGES BALCER, Secretary.

With 21 steamers more than in 1901 and an increase of 33 per cent in the revenue of the harbour, the season 1902 again confirms the views expressed for years :—that with even moderate improvements and relying solely on our own resources, the traffic of the port is liable to develop to an extent totally unknown to the generality of the public. And yet great as the development has been of late, only a very small fraction of the products of the newly established industries in our vicinity can make use of our port, as much on account of the persistent absence of proper railroad facilities to reach the nearest deep-water wharves, as to the insufficiency of accommodation for handling a great variety of traffic.

When we consider that with every additional 400 or 500 feet of wharf and some minor improvements, we have been able to gradually supply the shipping to the extent above mentioned—is it exaggerating to assume that as soon as the 2,000 feet of new wharf, actually under construction by the Department of Public Works, is completed ; when a number of sheds and bins with modern plant are erected, and the projected wharf extension has reached Windmill Point—when the south shore portion of the harbour, connecting the port with the Grand Trunk system and Intercolonial Railway, has received its legitimate due—our traffic will double and triple without in the least calculating or depending upon a trade from outside sources.



## SESSIONAL PAPER No. 23

But in view of the phenomenal development of the resources of the Dominion the rapid increase in the production of the country, particularly the North-west, necessitating more than ever adequate outlet facilities—will not the port of Three Rivers, situated at the *head* of the natural deep-water navigation and *below* Lake St. Peter, with the 50 feet deep main channel running a few cable lengths from its wharfs—come in for its share and form one of the necessary links in the St. Lawrence transportation problem?

Is it unreasonable to expect—when a more vigorous policy of improvements for an 'entirely Canadian route' will have been adopted and the harbour is supplied with the required accommodation—the shipping, foreign as well as national, will seek our port for traffic in general, but more particularly for the export of cattle and livestock, when neither Montreal nor Quebec will be able to meet all the wants for the coming traffic?

At all events and without further dwelling upon a subject so often debated, we may mention that neither our exports nor imports have lessened during the year 1902, on the contrary.

Although now prevented by the new customs regulation to give full particulars, our direct exports, to Great Britain and other European countries figure with over 2 million dollars including 35 million feet lumber worth over \$500,000 and pulp and paper worth about 1 million dollars

Direct exports to the United States reached over \$800,000, consisting chiefly in lumber, pulpwood, pulp, aluminum, asbestos, &c.

As to indirect exports, our dairy produce, cheese and butter and other agricultural products are constantly on the increase.

Our imports follow in the same ratio. ]

GEORGES BALCER,

*Secretary.*

THREE RIVERS, March 30, 1903.

RECEIPTS AND DISBURSEMENTS OF HARBOUR COMMISSION OF THREE RIVERS FOR THE YEAR 1902.

RECEIPTS.

MONTHS.	COLLECTION OF HARBOUR DUES.										PROCEEDS FROM.			
	Commissioners' Office.						Custom House.				Sale of debentures.	Notes issued.	Other sources.	
	Tonnage dues on vessels.	C n Goods.		Com-mutation.	Rent of wharf and moorage.	Tonnage Dues.	On Goods.		Moorage dues.					
		Inwards.	Outwards.				Inwards.	Outwards.						
	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
January.	2 00		15 31	63 24										
February.	184 40		29 56			0 50								
March.	17 70			44 76		74 00								
April.	23 19			90 46		9 23								
May.	18 29		0 10	13 88		11 33								
June.	1 93		1 30			30 30								
July.	13 92		1 97	18 05		36 51								
August.	4 68		4 65	6 32		3 60								
September.	108 06		110 80	1 55		4 50								
October.	5 82		8 10	3 60		1 90								
November.	11 88		16 10	21 53		64 35								
December.	154 85		224 12	320 10		230 00								
	546 72		411 95	583 49		466 22								

RECAPITULATION.

Commissioners' office—	
Tonnage dues.	\$ 546 72
Harbour dues, inwards.	411 95
" outwards.	583 49
Commutation.	793 18
Rent of wharf and moorage.	466 22
	\$ 2,801 56

## SESSIONAL PAPER No. 23

Custom-house--		
Tonnage dues.....	\$ 2,721 02	
Harbour dues, inwards..	4,814 83	
" outwards.....	2,597 66	
Moorage.....	716 80	
Total collection.....	\$ 10,850 31	\$ 13,651 87
Proceeds from--		
Sale of debentures.....	\$ 10,000 00	
Interest on deposits.....	68 22	
Deposit in bank and cash, January 1, 1902.....	10,068 22	
Total receipts.....	6,278 02	\$ 29,998 11



# RECEIPTS AND DISBURSEMENTS OF HARBOUR COMMISSION OF THREE RIVERS, &c.—*Concluded.*

## DISBURSEMENTS.

MONTHS.	EXPENSES FOR ADMINISTRATION.					DISBURSEMENTS CHARGEABLE TO.							
	Current expenses.	Salaries and commissions.	Rent.	Printing and stationery.	Travelling expenses.	Refunds.	Engineer's office.	Repairs and general harbour expenses.	Construction account.	Plants and tools.	Property account.	Interest account.	Divers.
	£ cts.	£ cts.	£ cts.	£ cts.	£ cts.	£ cts.	£ cts.	£ cts.	£ cts.	£ cts.	£ cts.	£ cts.	£ cts.
January.	39 74	172 33	50 00						2,124 40				
February.	29 25	177 33						28 00	125 30			3,464 59	712 50
March.	16 60	137 33						21 60	163 25				
April.	22 81	40 00	50 00				4 10	58 40	223 27				
May.	24 30	358 66		22 00	L Ex.			447 09	2,796 82			25 00	
June.	28 30	179 33		0 50	40 00			72 98	82 65				
July.	30 16	179 33	50 00	4 88	L 77 00			75 65	78 30			3,625 00	740 00
August.	16 95	179 33		8 60	L 19 18	23 82		44 34				25 00	
September.	21 80	179 33		8 10				45 40					
October.	29 22	179 33	50 00	6 38			18 28	312 29	1,000 00				
November.	63 58	270 67		2 45		31 50		52 05	27 60				
December.	62 45	545 50						67 76					
	385 16	2,598 47	200 00	52 91	136 18	55 32	22 38	1,225 56	6,621 59			7,139 59	*1,452 50

\* Sinking fund.

## RECAPITULATION.

Administration—	
Current expenses.....	\$ 385 16
Salaries and commissions.....	2,598 47
Rent.....	200 00
Printing and stationery.....	52 91
Legal expenses.....	136 18
Refunds.....	55 32
	\$ 3,428 04
Disbursements on revenue—	
Engineer's office.....	22 38
Repairs and general harbour expenses.....	1,225 56
	1,247 94
Interest on debentures.....	7,139 59
Sinking fund.....	1,452 50
	8,592 09

## SESSIONAL PAPER No. 23

Total expenses on revenue .....	\$ 13,268 07
Disbursements on capital—	
Construction account.....	6,621 59
Total disbursements.....	\$ 19,889 66
Deposit in bank, cash, December 31, 1902.....	10,108 45
	<u>\$ 29,998 11</u>
THREE RIVERS, January 15, 1903.	GEORGES BALCER,
	<i>Secretary-Treasurer.</i>

2-3 EDWARD VII., A. 1903

STATEMENT of number and tonnage of Steamers and Sailing Vessels entered inward and outward at the port and outports of Three Rivers for the year ended 1902.

## OCEAN TRAFFIC.

Return of Vessels Inward.	No.	Tons.	Return of Vessels Outwards.	No.	Tons.
Total arrivals.....	91	169,326	Total departures.....	91	169,326
Steamers.....	89	168,637	British and Canadian.....	69	136,530
Sailing vessels.....	2	689	Norwegian.....	22	32,796

## PORT OF THREE RIVERS.

Arrived.	No.	Tons.	Cleared for.	No.	Tons.
Steamers.....	71	126,332	Great Britain.....	40	87,398
Sailing vessels.....	1	139	Inland ports.....	29	33,930
			Antwerp.....	2	3,636
			Spain.....	1	1,507
Total.....	72	126,471	Total.....	72	126,471

## LAKE ST. PETER—PIERREVILLE, LOUISVILLE.

Steamers.....	13	33,155	Great Britain.....	12	31,651
Sailing vessel.....	1	550	Spain.....	2	2,054
Total.....	14	33,705	Total.....	14	33,705

## OUTPORT—BATISCAN.

Steamers.....	5	9,150	Great Britain.....	4	7,400
			South Africa.....	1	1,750
Total.....	5	9,150	Total.....	5	9,150

## UNITED STATES TRAFFIC.

	Number.	Tonnage.
Port of Three Rivers—United States canal boats.....	418	39,914
Outports—United States canal boats and barges.....	136	12,648
Total.....	554	52,562



## SESSIONAL PAPER No. 23

STATEMENT of number and tonnage of Steamers and Sailing Vessels &c.—*Concluded.*

## INLAND TRAFFIC.

	Number.	Tonnage.
Bateaux not registered.....	181	.....
Schooners and barges.....	56	5,537
Tugs and steamboats.....	130	18,505
Total .....	367	24,042

(Exclusive of Richelieu and Ontario Navigation Company's steamers and local craft.)

## RECAPITULATION.

Ocean traffic.....	91	169,326
United States.....	554	52,562
Local.....	367	24,042
Grand total .....	1,012	245,930

GEORGES BALCER,  
*Secretary.*

HARBOUR COMMISSIONERS' OFFICE,  
THREE RIVERS, March 30, 1903.

## APPENDIX No. 6.

REPORT OF THE BELLEVILLE HARBOUR COMMISSIONERS FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.

1902.		\$ cts.	1902.		\$ cts.
Jan. 1	To Balance on hand	4,492 74	Jan. 29	By D. Collins, month's salary.	50 00
Feb. 4	Rent	5 00	" 30	S. T. Harris	196 44
" 4	"	2 50	Feb. 10	D. Collins, month's salary.	50 00
Mar. 1	"	2 50	" 14	J. W. Walker	0 60
April 8	Harbour dues	505 82	Mar. 11	D. Collins	50 00
May 8	"	372 88	April 7	I. W. London	1 40
" 31	House	50 00	" 7	John Corden	1 50
" 31	Interest	6 75	" 7	John Weir	1 50
July 8	Harbour dues	109 38	" 8	D. Collins	50 00
" 25	Interest on deposit	92 96	" 16	John Corden	6 00
Aug. 8	Harbour dues	37 35	" 16	W. R. Clark	1 34
Sept. 8	"	40 30	" 16	C. P. Holten	0 85
" 9	Gilmour & Co.	285 19	" 18	John Keathing	2 00
" 18	Rathbun Co.	522 71	May 9	D. Collins	50 00
Oct. 8	Harbour dues	57 90	" 13	Almeda Greeves, for lot	300 00
" 8	Quinlan Robertson, refund freight	10 00	" 30	John Lewis & Co.	1 56
Nov. 8	Harbour dues	84 82	" 31	<i>Intelligencer and Ontario</i>	
Dec. 9	"	347 73	" 31	Printing	4 80
" 19	"	73 35	" 31	T. S. Carman, tally papers	6 00
" 19	Interest	48 10	June 6	A. Dunsyill	1 50
			" 7	Neil F. Donovan, stones	4 00
			" 10	D. Collins	50 00
			" 17	S. Vanderont, tally clerk	8 00
			" 23	"	12 00
			" 30	"	12 00
			July 7	"	12 00
			" 16	D. Collins	50 00
			" 10	S. Vanderont	4 00
			" 19	Fred Butler, carting	1 75
			Aug. 8	D. Collins	50 00
			" 16	A. Dunsyill	2 00
			" 16	Sid. Vanderont	14 00
			Sept. 8	D. Collins	50 00
			" 23	H. Foster, embankment	3 13
			" 23	The Rathbun Co., swinging boom	100 00
			" 27	Embankment exc., pay sheet 1	25 74
			Oct. 4	Embankment exc., pay sheet 2	42 73
			" 9	D. Collins	50 00
			" 10	Embankment exc., pay sheet 4	76 85
			" 15	N. Assleston	2 50
			" 15	E. Bellow	2 50
			" 17	Embankment wall, pay sheet 3	36 00
			" 24	Embankment wall, pay sheet 5	7 50
			" 27	G. P. R., freight on stones	20 00
			" 31	Pay sheet, T. W. Walker	77 92
			" 31	Cartage	0 35
			Nov. 3	Wm. Synnott	0 75
			" 7	D. Collins	50 00
			" 7	Rathbun Co.	13 59
			" 8	John Lewis & Co.	0 77
			" 8	W. P. Clark	16 70
			" 8	Marsh & Henthorn	7 58
			" 8	Pay sheet	81 10
	Carried forward	7,147 98		Carried forward	1,660 95

SESSIONAL PAPER No. 23

Report of the Belleville Harbour Commissioners, &c.—*Concluded.*

		\$ cts.			\$ cts.
1902.	Brought forward..	7,147 98	1902.	Brought forward..	1,660 95
			Nov. 10	By Thompson Bros.....	250 50
			" 10	Repairs to derrick.....	1 00
			" 11	Chs. Cero.....	2 50
			" 11	Tumlan & Robertson.....	109 35
			" 11	Telegraphing.....	0 50
			" 15	Pay Sheet.....	104 99
			" 15	Mullins, cartage.....	1 50
			" 15	Telegraphing.....	0 25
			" 21	Pay sheet.....	44 18
			" 28	Pay sheet.....	33 49
			Dec. 9	D. Collins.....	50 00
			" 18	R. Thompson, rent.....	15 00
			" 19	T. P. Thompson, rent \$3 ; Margaret Johnson, rent, \$12.....	15 00
			" 19	Geo. Whalen, storing buoys \$4 ; D. Collins, postage, &c. 3.40.....	7 40
			" 19	Postage and stationery ....	2 55
					2,299 16
1903.		7,147 98		Balance on hand..	4,848 82
Jan. 1	To Balance on hand. ....	4,848 82			7,147 98

The above is a correct statement to the best of our belief of all moneys received and expended by the Belleville Harbour Board for the year 1902.

T. A. CARMAN,  
*Chairman.*

E. G. SILES,  
*Ex-Chairman.*

BELLEVILLE, January 8, 1903.

To the Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

SIR,—The undersigned, harbour master of the city of Belleville, begs to submit the following report for the year 1902 :—

Navigation opened in Belleville harbour on April 2 and closed on December 5.

Import dues on 11,938 tons coal.....	\$1,193 80
" " 733,868 feet lumber.....	36 20
" " 557,000 shingles.....	16 71
" " 260,000 laths.....	3 28
" " cords wood.....	21 00
" " 168 tons potter's clay....	10 08
" " 35½ tons cement.....	3 55
" " 14½ tons salt.....	1 45
" " 75 tons tomatoes.....	7 50
" " 904 tons merchandise.....	90 40

\$1,383 97



2-3 EDWARD VII., A. 1903

Export dues on 147,681 logs, &c.....	\$ 869 19
" " 21,138 bushels wheat.....	26 42
" " 14,052 " oats.....	17 56
" " 1,063 " rye.....	1 33
" " 15,027 " barley.....	18 78
" " 829 " peas.....	1 03
" " 192 tons cheese.....	19 20
" " 100 tons coal.....	10 00
" " 30 tons sand.....	3 00
" " 811½ tons merchandise.....	81 15
" " 66,000 bricks.....	3 30
	<hr/>
	\$ 1,050 96

Dues collected during the season are as follows :—

Total amount derived from imports.....	\$ 1,383 97
Total amount derived from exports.....	1,050 96
	<hr/>
	\$ 2,434 93

The amount of dues from imports shows a slight decrease from last year on account of less coal being imported.

The dues from exports are larger than last year owing to more logs having been brought down the river Moira.

All of which is respectfully submitted.

I have the honour to be, sir,  
Your obedient servant,

D. COLLINS,  
*Harbour Master.*

DOMINION OF CANADA, } In the matter of the report of the Harbour Master of  
Province of Ontario, } the city of Belleville for the year ending December 31,  
County of Hastings. } 1902.  
To Wit :

I, DANIEL COLLINS, of the city of Belleville, in the county of Hastings, harbour master, do solemnly declare that :

1. I am harbour master of the city of Belleville.  
2. That my report hereunto annexed contains a true, correct and full statement of the revenue from the harbour at the city of Belleville for the year ending on the 31st day of December, 1902.

3. That the said report is in all other respects true and correct to the best of my knowledge, information and belief.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath and by virtue of *The Canada Evidence Act, 1893.*

D. COLLINS,  
*Harbour Master.*

Declared before me at the city of Belleville, }  
in the county of Hastings, this 8th day }  
of January A. D. 1903.

G. MASSON.  
*Notary Public, Commissioner, &c.*

SESSIONAL PAPER No. 23

## APPENDIX No. 7.

REPORT OF THE TORONTO HARBOUR COMMISSIONERS FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.SECRETARY of the Toronto Harbour Trust in account with the Commissioners for the  
Year ended December 31, 1902.

DR.

## GENERAL BALANCE SHEET.

CR.

	\$	cts.		\$	cts.
Wharf property.....	43,073	72	Profit and loss.....	60,891	97
Office furniture.....	594	88			
Can. Per. and W. Can. mort. bonds....	14,000	00			
Cash in bank.....	3,214	01			
Cash on hand.....	9	33			
	60,891	97		60,891	97

We have examined the books and vouchers and have compared the balance sheet as above with the said books and vouchers, and we certify the same to be correct and to represent a true statement of the affairs of the trust at this date, December 31, 1902.

ARTHUR B. LEE, *Chairman*,  
J. T. MATHEWS,  
W. P. HUBBARD,  
BARLOW CUMBERLAND,  
JOSEPH OLIVER,  
*Commissioners.*

S. BRUCE HARMAN,  
JOHN M. MARTIN, F.C.A.,  
*Auditors.*

COLIN W. POSTLETHWAITE,  
*Harbour Master and Secretary.*

TORONTO, January 2, 1903.

## PROFIT AND LOSS.

	\$	cts.		\$	cts.
Charges.....	300	00	Balance from ledger.....	58,785	13
Salaries.....	2,000	00	C.P. Ry. Co.....	4,000	00
Light, buoys and beacons.....	66	88	Harbour dues.....	5,268	72
General repairs.....	600	02	Interest on debentures.....	433	72
Printing and stationery.....	35	85	" deposits.....	91	90
Dredging.....	4,243	08	Suspense account, dredging.....	250	00
Office expense and rent.....	578	87	Sale of old material.....	37	20
Solicitors' fees.....	50	00			
Engineers' fees.....	40	00			
Furniture account written off.....	60	00			
Balance.....	60,891	97			
	68,866	67		68,866	67

Examined and found correct.

S. BRUCE HARMAN,  
JOHN M. MARTIN, F.C.A.,  
*Auditors.*

TORONTO, January 2, 1903.

2-3 EDWARD VII., A. 1903

## RECEIPTS and Expenditure of the Toronto Harbour Trust for the Year 1902.

<i>Receipts.</i>	<i>\$ cts.</i>	<i>Expenditure.</i>	<i>\$ cts.</i>
Cash in bank. January 1.....	6,106 79	Furniture account.....	62 97
" on hand " 1.....	12 71	Charges.....	300 00
Canadian Pacific Railway Co.....	4,000 00	Salaries.....	2,000 00
Harbour dues.....	5,268 72	Lights, buoys and beacons.....	133 55
Interest on debentures.....	433 72	General repairs.....	600 02
" deposits.....	91 90	Printing and stationery.....	35 85
City of Toronto, placing buoys.....	66 67	Dredging.....	4,243 08
Suspense account, dredging.....	250 00	Office expenses and rent.....	578 87
Sale of old material.....	37 20	Solicitors' fees.....	50 00
		Engineers' fees.....	40 00
		Debentures.....	5,000 00
		Cash in bank.....	3,214 04
		" on hand.....	9 33
	16,267 71		16,267 71

Examined and found correct.

S. BRUCE HARMAN,  
JOHN M. MARTIN, F.C.A.,  
*Auditors.*

TORONTO, January 2, 1903.

## GOODS Arrived per Steamer and Sailing Vessels for the Years 1901 and 1902.

<i>Description of Goods.</i>	<i>1901.</i>	<i>1902.</i>
Merchandise, general..... tons.	24,949	24,744
Coal..... "	183,831	126,199
Wood..... cords.		247
Lake stone..... toise.	2,595	2,670
Fruit in packages..... brls.	1,795	3,075
"..... crates.	7,122	915
"..... baskets.	392,267	597,296
"..... bags.	821	783
Fire bricks.....	46,000	42,000
Common bricks.....		105,000
Grain and pulse..... bush.		30,000
Sheep, pigs and calves.....		16
Carriages, horses and cattle.....	93	92
Oil in bulk..... brls.	23,783	10,159

COLIN W. POSTLETHWAITE,  
*Harbour Master.*

TORONTO, January 2, 1903.



## FIFTY SECOND ANNUAL REPORT.

To the Commissioners of the Harbour of Toronto:

GENTLEMEN,—I have the honour to submit my report for the year 1902.

The harbour was clear of ice on March 20, having been frozen for 104 days. The harbour froze over again on December 15, nine days later than last year.

The first vessel to arrive with cargo was the 'Maple Leaf,' Captain Goldring, with stone from Frenchman's Bay.

The last vessel to arrive was the 'M. E. Ferguson,' Captain Bloch, with stone from Port Credit, on December 16. She could get no further than the Queen's Wharf on account of ice.

The number of vessels which arrived at this port during the season of 1902 is 3,271, being 229 less than in 1901.

	1901.	1902.	Increase.	Decrease.	Tonnage.	
					1901.	1902.
Propellers loaded.....	464	515	51	.....	198,270	151,263
" light.....	42	51	9	.....		
Steamers loaded.....	2,248	2,066	.....	182	926,477	913,396
" light.....	11	.....	.....	11		
Sailing vessels, loaded.....	713	629	.....	84	78,840	51,665
" " light.....	12	10	.....	2		
	3,490	3,271	61	279	1,203,587	1,116,324

Cash receipts from all sources, including cash on hand from last year, amount to \$16,267.71.

Expenditures of all kinds amount to \$13,144.34, leaving a cash balance of \$3,223.37.

Coal receipts by vessel for the year are as below, viz., anthracite coal, 57,840 tons; soft coal, 61,644 tons; and British coal 6,715 tons, in all by water 126,199 tons, as against 183,831 tons in 1901, showing a reduction of 57,632 tons.

The total quantity of coal imported into Toronto for the year, according to returns from Government is as below, viz., anthracite coal, 231,103 tons; bituminous coal, 546,075 tons; in all, 777,178 tons as compared with 786,068 tons in 1901.

A strike among the mine workers in the anthracite coal regions of Pennsylvania, unparalleled in duration, in the number of men involved and as affecting the interests of the public, was declared on May 13, and was only cancelled by the intervention of the United States Government on October 16. During the six months of the strike the hard coal business was paralyzed and but very little found its way into Toronto, and when at last the strike was declared off, the season of navigation had so far advanced that the demand was but partially supplied.

The fruit crop this year was a fairly good one. The number of packages brought in by water was 602,069, being an increase of more than 200,000 packages over last season.

Dredging was done in the harbour this year at a cost of \$4,243.08.

The city engineer removed a quantity of deposits from the Bathurst Street sewer which had impeded the navigation of the western channel; this together with the dredging done by the Commissioners at the approaches to the Queen's Wharf, has given a channel as deep as is practicable without rock blasting.

2-3 EDWARD VII., A. 1903

The highest water for the year was  $14\frac{1}{2}$  inches above zero on July 30, the lowest water was 11 inches below zero on January 4. The average for the year is  $2\frac{1}{2}$  inches above zero, or about two inches higher than the average for last year.

The lamps at the Queen's Wharf were lighted for the first time on March 31 and were discontinued on December 14.

The buoys were placed out on March 26 and taken up on December 9.

There are 79 vessels wintering here this year, viz., 10 steamers, 10 propellers, 17 schooners, 2 steam tugs, 5 tow-barges, 9 steam barges, 15 sailing yachts, 8 ferry steamers, 9 steam launches and 4 dredges; in all about 18,447 tons, net register.

The steam fog horn on the Island has been sounded on 46 days, viz., in April, 4 times; in May, 7 times; in June, 4 times; in July, 8 times; in September, 6 times; in October, 6 times; in November, 7 times and in December, 4 times.

The Government engineer, Major Henry A. Gray, reports as follows:—

The extension of the west pier of the eastern channel for a length of 800 feet was completed in July last. The channel has maintained its full depth of  $14\frac{1}{2}$  feet up to the close of navigation. A small spit of the sand bar at the lake end of the channel has formed and is encroaching upon the channel, and may have to be removed next season. This will be determined when I take soundings in the coming spring.

This department has made repairs to the eastern pier of the eastern channel and also to the breakwater south of Fisherman's Island during the past year.

The pollution of the harbour from the city sewage is increasing to a very large and dangerous extent, and if not attended to, will, at an early date, seriously interfere with navigation.

The precipitation for the year, per information furnished by Mr. R. F. Stupart, Director of the Meteorological Observatory, is as follows, viz., rain, 26.105 inches; snow, (reduced to water), 4.920 inches; the total precipitation was 31.025 inches, or 1.245 inches less than for last year.

I am gentlemen,

Your obedient servant,

COLIN WM. POSTLETHWAITE.

*Harbour Master.*

TORONTO HARBOUR WORKS,

TORONTO, January 5, 1903.

SIR,—I have the honour to report that tenders for dredging on the Range Course and at wharfs and slips, were received early in the year, and a contract was made with the Sand Dredging, limited, on the 6th of March last; the price for the Range Course being 13 cents, and for the wharfs and slips  $9\frac{1}{2}$  cents per cubic yard. Owing to the delay of the contractors in commencing the work, I notified W. G. McKendrick, manager, on May 2, that, 'as in my opinion there is no probability of your completing the work contracted for by your company on or before May 14, next, as specified, it will be my duty after 24 hours have expired, to make arrangements for the completion of the work contracted for by your Company'; not having received any assurance that the dredging would be commenced without further delay, I reported on May 12, that I had made arrangements with Mr. Simpson, of McNamee & Simpson, on May 5, 'to remove the bar leading to Elias Roger's Co. wharf, near Berkeley Street,' as schooners could not get to the wharf, but had to go to their Church Street wharf to partially unload. By consent of the city engineer, Mr. Simpson left the dredging at the slips, and undertook the work, at the rate of \$8 per hour, for working hours, the ordinary price paid by the Dominion Government. On May 23, I reported

## SESSIONAL PAPER No. 23

that the dredging of the bar was completed on the 21st inst. The cost of removing the bar at Princess Street entrance, and at the west side of Elias Roger's Co. wharf, was \$1,344, of which the Sand Dredging, Limited, was duly notified, as the company were responsible for all damages caused by the delay in commencing the work. The manager of the Sand Dredging, Limited, having made arrangements with Messrs. Russell & Brooks for the use of their dredge and scows, which was accepted by me, with the consent of the board, the dredging on the range course was commenced on May 30, at the contract price 13 cents per cubic yard, and  $9\frac{2}{3}$  cents for the wharfs and slips; the dredging was completed on August 19. The quantities dredged were as follows:—

	Cubic yards.
Princess Street entrance and Elias Roger's Company wharf..	6,941
Range Course, not including taking up boulder, \$16. ....	7,585
Scott Street slip. ....	770
Dickson and Eddy's wharf. ....	825
Electric light wharf. ....	925
Conger's wharf. ....	967
Elias Roger's Company wharf, Church Street. ....	968
G. T. R. Railway elevator wharf. ....	200
Princess Street entrance and Brown Milling Company wharf..	9,092
Burn's wharf, Princess Street. ....	1,750
Total. ....	30,023

It will be 50 years next March, since I received the instructions for the first extension of the Queen's Wharf, 200 feet, and since that time I have been engineer of the harbour, the duties of which I trust have been done to the satisfaction of the Commissioners.

I remain,  
Your obedient servant,

KIVAS TULLY,  
*Engineer.*

A. B. LEE, Esq.,  
Chairman Toronto Harbour Commissioners.



## APPENDIX No. 8.

REPORT OF THE PICTOU, N.S., HARBOUR COMMISSIONERS FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.

PICTOU, N.S., January, 17, 1903.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to inclose you accounts of the Harbour Commissioners for the port of Pictou, N.S., for the year ended December 31, 1902.

Yours very truly,

HENRY G. IVES,  
*Secretary.*

STATEMENT of Account of Harbour Dues collected at the Port of Pictou, N.S., for the  
year ended December 31, 1902.

1901.	RECEIPTS.	\$ cts.	\$ cts.
Dec. 31	Balance in Bank of Nova Scotia .....	125 00	
1902.			
Dec. 31	Harbour dues collected during year ended December 31, 1902, 74,077 tons at $1\frac{1}{2}$ cts. per ton .....	1,111 15	1,236 15
	DISBURSEMENTS.		
	Paid salary Harbour Master Capt. Jas. A. Fraser, during year ended December 31, 1902 .....	300 00	
	Deposited to credit of Harbour Commissioners in Bank of Nova Scotia .....	811 15	1,111 15
1902.			
Dec. 31	Balance in Bank of Nova Scotia .....	125 00	

R. G. FRASER,  
*Collector of Customs.*

PICTOU, N.S., December 31, 1902.

SESSIONAL PAPER No. 23

HARBOUR COMMISSIONERS, Port of Pictou, N.S., in account with Henry G. Ives, Secretary.

1902.		\$ cts.	1902.		\$ cts.
Jan. 1	By Balance in Bank of Nova Scotia .....	1,024 91	Jan. 20	To Commissioners' travelling expenses .....	10 00
Dec. 31	Deposit receipt.....\$2,678 04		" 20	E. M. McDonald's account...	13 58
" 31	Interest to date .... 93 73	2,771 77	Mar. 18	Joseph Graham, wharfinger, &c	25 00
" 31	Deposited by Collector of Customs in 1902.....	811 15	" 23	S.S. <i>Arcadia</i> putting out buoys and bushing channel East River .....	30 00
			" 23	Poles for East River.....	4 40
			" 29	Pumping out buoys.....	2 00
			June 17	G. C. Reddy, repairing buoy..	5 32
			" 20	G. J. English's account, bushing Middle River.....	12 00
			" 23	Thos. Fraser, bushing West River .....	8 00
			July 4	Ed. Cameron, covering buoy..	5 07
			Aug. 7	J. T. Panitin, repairs to wharf	8 50
			" 21	Painting buoys .....	5 00
			Nov. 11	E. M. McDonald, legal services	63 28
			Dec. 16	Wm. R. Graham, bushing East River .....	20 00
			" 16	S.S. <i>Arcadia</i> taking in buoys.	20 00
			" 22	Secretary's salary .....	100 00
			" 31	Deposit receipt .....	2,771 77
			" 31	Balance in Bank of Nova Scotia	1,503 91
1903.		4,607 83			4,607 83
Jan. 1	By balance in Bank of Nova Scotia per account.....	1,503 51			

HENRY G. IVES,  
Secretary.

Pictou, N.S., January 17, 1903.

## APPENDIX No. 9.

REPORT OF THE HARBOUR COMMISSIONERS OF NORTH SYDNEY, N.S.,  
FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

NORTH SYDNEY, C.B., June 2, 1903.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—The Harbour Commissioners for this port beg to hand you herewith a statement of receipts and expenditure in connection with the port for the year ended December 31, 1902.

Also a report of the arrivals, the quantity of coal shipped and ore imported.

Your obedient servant,

WM. HACKETT,  
*Secretary.*

Number, tonnage and classification of vessels that arrived during the year ended December 31, 1902. Navigated by 54,165 men.

	Number.	Tonnage.
Ocean steamers.....	745	1,117,517
Coasting steamers .....	312	123,941
Barques .....	14	9,182
Ships.....	2	2,820
Barkentines.....	19	4,998
Brigantines.....	16	2,624
Schooners.....	1,595	157,857
	<hr/> 2,703	<hr/> 1,418,939

## Coal shipments :

Dominion Coal Co., Ltd.....	839,218
Nova Scotia Steel & Coal Co., Ltd.....	269,976
	<hr/>

## Iron ore importations :

Dominion Steel Co., Ltd.....	364,399
------------------------------	---------

## Number of steamers called for bunker coal :

39 from United States ports.

137 from Canadian and European ports.

WM. HACKETT,  
*Secretary Harbour Commissioners.*



## SESSIONAL PAPER No. 23

HARBOUR COMMISSIONERS' Statement of Receipts and Expenditure for the Year ending  
Decem er 31, 1902.

1902.	Receipts.	\$ cts.	1902.	Expenditure.	\$ cts.
Jan. 1	Amount on hand.....	1,282 08	June 20	Joseph McPherson. ....	22 50
May 13	Received from R. Johnson....	25 25	" 30	George McInnis (logs).....	25 60
June 12	" harbour dues.....	174 60	" 30	James McInnis (logs).....	25 60
" 30	" from R. Johnson.....	30 00	" 30	Jno. Beaton (logs).....	23 90
July 5	" harbour dues.....	107 90	" 30	Ingram Ball (logs).....	20 80
Aug. 2	" from R. Johnson.....	25 00	July 8	John McMullin (logs).....	32 52
" 5	" harbour dues.....	345 97	" 8	John Johnson (logs).....	73 44
Sept. 10	" ".....	357 08	" 8	Making boom for logs.....	2 00
Oct. 10	" ".....	266 02	" 14	Banks McLean (logs).....	27 24
Nov. 11	" ".....	339 95	" 16	Neil McSween (logs).....	23 04
Dec. 3	" ".....	243 87	" 19	Labour on breakwater.....	21 95
" 20	" ".....	342 82	" 22	Hy. Ball (logs).....	17 60
" 31	" ".....	486 43	" 22	Banks McLean (logs).....	20 40
			" 23	J. McMullin (logs).....	4 50
			" 24	Ingram Ball (logs).....	12 00
			" 26	A. McLean (logs).....	8 25
			" 26	Labour on breakwater.....	27 00
			" 26	Allan Bedford.....	9 00
			" 28	Chas. Moore.....	9 00
			Aug. 2	Labour on breakwater.....	36 00
			" 2	Foreman McLellan.....	15 00
			" 8	Labour on breakwater.....	29 80
			" 16	" ".....	65 00
			" 16	Ingram Ball (logs).....	12 32
			" 16	John Johnson.....	4 00
			" 22	Foreman McLellan.....	10 00
			" 22	Labour on breakwater.....	42 00
			" 22	Truckage.....	25
			" 27	Ingram Ball (logs).....	8 55
			" 28	John Johnson (logs).....	5 00
			" 30	Labour on breakwater.....	80 10
			" 30	Geo. McInnis (logs).....	32 56
			Sept. 6	Labour on breakwater.....	35 00
			" 8	J. McIntyre (logs).....	19 44
			" 8	Hy. Ball (logs).....	16 80
			" 13	Labour on breakwater.....	38 48
			" 17	Joseph Ivey, acct. boat.....	7 20
			" 18	Hugh McDonald (logs).....	7 65
			" 20	Labour on breakwater.....	42 00
			" 20	P. McLean & Chas. Moore (logs)	54 63
			" 22	Angus McIntyre (logs).....	12 78
			" 23	Two loads brush.....	1 00
			" 24	J. D. McNeil.....	2 00
			" 26	Labour breakwater.....	42 00
			" 29	Henry Roach.....	7 04
			Oct. 7	Allan Bedford.....	8 75
			" 11	Labour on breakwater.....	47 25
			" 18	" ".....	21 00
			" 20	P. McLean (timber).....	8 37
			" 25	Labour on breakwater.....	37 62
			Nov. 1	" ".....	23 40
			" 17	R. Musgrave, iron work.....	149 81
			" 17	J. Salter's Sons (logs).....	4 00
			Dec. 18	Bent & Cahoon.....	21 06
				Harbour master.....	400 00
				P. J. McDonald.....	300 00
				Rent.....	75 00
				Wm. Hackett.....	400 00
				M. W. Lawlor.....	300 00
				Balance on hand.....	1,197 87
		4,026 97			4,026 97

P. J. McDONALD,  
M. W. LAWLOR,  
WM. HACKETT, *Commissioners.*

## APPENDIX No. 10.

REPORT OF THE PILOTAGE AUTHORITY OF MONTREAL FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.

HARBOUR COMMISSIONERS OF MONTREAL,

SECRETARY'S OFFICE,

MONTREAL, April 6, 1903.

Col. F. GOURDEAU,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, as the pilotage authority, to transmit, for the information of the Honourable the Minister of Marine and Fisheries, the following report of the pilotage district of Montreal for the year ended December 31, 1902.

The accompanying statement gives the names, earnings, &c., of all the pilots for the past season, and shows an increase of \$4,357.05 over that of 1901.

The total amount of pilotage dues was received from the following services, namely :

*British*

Steamships .....	\$53,982 62
Sailing vessels .....	328 78
	—————\$54,311 40

*Foreign.*

Steamships .....	\$15,678 71
Sailing vessels .....	217 24
	—————\$15,895 95
Total .....	\$70,207 35

Before the opening of the season, the selection of pilots for special service was made in conformity with By-laws 108 and 109 of the Commissioners, on application being made by the pilots.

On April 5, pilots Elzear Bellisle, Louis A. Bouillé, Narcisse Perrault and Joseph Pleau, over 65 years of age, were granted a renewal of their licenses for one year, after having filed medical certificates to the effect that their eyesight was normal, and after being examined under the provisions of By-law 103.

Pilots Liboire Perrault and Josephat Sauvageau, who had been on the pension list for the year, on account of the bad state of their health, were again placed on the list of pensioners for one year from May 1, after filing medical certificates to the effect that their condition had not improved.

Pilot Achile Bélanger, licensed on May 19, 1900, was on account of impaired health, placed on the pension list for one year from May 1.

Pilot Jean Nault, of Deschambault, who had been licensed on February 20, 1884, died on June 14.

On June 13 two pilots were granted branches after complying with all the requirements of the by-laws, they are: Melville Labranche, of Portneuf, and Azarias Paquin, of Deschambault.

## SESSIONAL PAPER No. 23

This leaves fifty-five pilots on the list, while the number allowed by By-law 99 is seventy-five.

In December an examination of apprentice pilots was held at which there was only one candidate, Mr. Albert Gagnon, of Three Rivers, who passed a satisfactory examination and was granted a permit as provided by By-law No. 96.

The following list gives the name, age, residence and date of license of each apprentice pilot now serving his time under this authority :—

## LIST OF APPRENTICE PILOTS.

No.	Name.	Age.	Residence.	Date of License.
1	Gariépy, J. A. W.	24	St. Albans.	June 2, 1896.
2	Gagnon, Albert.	26	Three Rivers.	October 11, 1892.
3	Angers, Alfred.	26	Ste. Anne de la Pêrade.	January 30, 1894.
4	Frenette, Oswald.	27	Portneuf.	August 16, 1899.
5	Hamelin, Chas. B.	23	Champlain.	" "
6	Perron, Tancred.	25	Deschambault.	" "
7	Angers, J.-B.	22	Ste. Anne de la Pêrade.	" "
8	Frenette, Delavoie.	25	Portneuf.	" "
9	Gauthier, Laurent J.	25	Deschambault.	" "
10	Perrault, Fils, David.	22	"	" "
11	Hamelin, Fortunat.	25	"	" "
12	Gauthier, Cyriac.	22	"	" "
13	Royer, Fils, Jos.	20	88 Fleury Street, Quebec.	" "
14	Carpentier, Eugène.	24	Champlain.	" "
15	Rivard, Frs. Xavier.	21	Grondines.	" "
16	Mayrand, Joseph.	25	Lachevrotière.	" "
17	Arcand, Alfred.	19	Portneuf.	" "
18	Lachance, Napoléon.	21	River Lafleur, Isle d'Orleans.	December 4 1900.
19	Frenette, Georges.	25	Portneuf.	" "
20	Paquin, Emile.	18	Deschambault.	" "
21	Bouillé, Henri.	20	"	" "
22	Larochelle, Eugène.	19	St. Michel de Bellechasse.	" "
23	Perron, Théodore.	19	Deschambault.	" "
24	Arcand, Arthur.	25	Champlain.	" "
25	Rousseau, Oscar.	21	St. Michel de Bellechasse.	" "
26	Dussault, Bona.	21	Deschambault.	" "
27	Paquin, Côme.	20	"	" "
28	Labranche, Chs. Ed.	19	Portneuf.	" "
29	Arcand, Jos. Art.	19	Champlain.	" "
30	Boudreau, Anthime.	18	Deschambault.	" "
31	Gariépy, Laurent.	18	"	December 18, 1901.
32	Baribeau, Hormisdas.	18	280 rue de la Reine, Quebec.	" "

There are twelve applicants to be placed on the list of apprentice pilots of whom Messrs. Jean Perrault and Emile Rodrigue have passed their examination, but have not yet taken their license.



## LIST OF APPLICANTS TO BE PLACED ON THE LIST OF APPRENTICE PILOTS.

No.	Name.	Residence.	Date of Application.
1	*Rodrigue, Emile.....	Deschambault .....	January 10, 1900.
2	*Perrault, Jean.....	" .....	May 25, 1897.
3	Thibaudeau, Emile.....	Portneuf .....	January 7, 1901.
4	Belisle, N. Oscar.....	Deschambault .....	" 28, 1901.
5	Dussault, Laurent.....	" .....	March 2, 1901.
6	Simard, J. P. Geo. H.....	St. Michel de Bellechasse.....	" 6, 1901.
7	Arcand, Jos. Arthur.....	Deschambault .....	August 31, 1902.
8	DeVilliers, Napoléon.....	Lotbinière .....	" 7, 1902.
9	Gosselin, J. V. Achille.....	Deschambault .....	October 6, 1902.
10	Marchand, J. H. Arm.....	Three Rivers.....	" 21, 1902.
11	Paquette, J. A. Donat.....	Grondines .....	Nov. 27, 1902.
12	Lacroix, P. E.....	Contrecoeur.....	Dec. 11, 1902.

\*Passed examination on December 4, 1900.

" " " 18, 1901.

The amounts received and expended by the Harbour Commissioners as pilotage authority for the district, apart from their receipts and disbursements, in trust for the Montreal Decayed Pilots' Fund, of which the annual reports and statements have been sent to you, were as follows:—

*Received.*

From Azarias Paquin, fees of pilots' license.....	\$ 10 00
" J. Melville Labranche " " .....	10 00
Fees of two licenses of apprentice pilots.....	10 00
From pilots 2 per cent of the pilotage dues on sundry vessels..	21 76
" Collector of Customs, Three Rivers, 2 per cent of the pilotage dues on vessels to and from Three Rivers and Batiscan.....	36 14
" Collector of Customs, Sorel, 2 per cent of the pilotage dues collected on vessels to and from Sorel.....	8 90
" Collector of Customs, Montreal, 2 per cent of the pilotage dues on vessels to and from Montreal.....	1,323 26
<b>Total.....</b>	<b>\$1,420 06</b>

*Expended.*

By <i>Herald</i> Publishing Company, printing and stationery....	\$ 28 50
" Geoffrion, Geoffrion & Cusson, professional services.....	13 00
" Anderson, McKenzie & Co., refund of poundage.....	0 60
" Dominion Express Co., parcel to Quebec.....	0 25
" Elder, Dempster & Co, refund of poundage.....	3 51
" Board of Trade, London, Eng., tests for examination of masters and mates.....	5 66
" Three pilots, attendance at examination of apprentice pilots for branches.....	53 70
" Contribution towards the expenses of the pilotage office at Quebec, which were \$673.82, including agent's salary of \$500.....	600 00
<b>Total .....</b>	<b>\$ 705 22</b>

## SESSIONAL PAPER No. 23

The above statement shows that the receipts for the year exceeded the expenditure by \$714.84, and deducting the indebtedness of 182.55, the amount at the debit of the account on December 31, 1901, the said indebtedness having accumulated in six years, leaves a surplus of receipts over expenditure of \$532.29.

The mishaps during the year, which were few, were investigated by the Commissioner of the Montreal Pilots' Court, as provided by the Act 63-64 Victoria, chap. 36, "An Act to Amend the Pilotage Act."

The water in the channel kept at a very satisfactory depth throughout the season, and a list of vessels which passed down during the latter part of the season, drawing twenty feet and over, with the relative depth in the channel on the day of passage, as indicated by the Government gauge at Sorel, is as follows :

STATEMENT showing draft of steamships, for part of season 1902, drawing twenty-six feet and over.

Date.	Steamers.	Draft when stationary in Harbour by Pilot's Report.		Depth of wafer in channel by Sorel Gauge.	
		Ft.	In.	Ft.	In.
Aug. 22	SS. Hurona.....	26	6	28	9
" 28	" Lake Simcoe.....	26	1	28	1
" 28	" Iona.....	26	0	28	1
Sept. 5	" Monterey.....	26	5	28	1
" 6	" Ottoman.....	26	4	28	0
" 14	" Roman.....	26	6	27	3
" 22	" Montcalm.....	26	6	27	9
" 27	" Hurona.....	26	0	27	1
Oct. 2	" Lake Simcoe.....	26	2	28	0
" 5	" Iona.....	26	6	27	7
" 10	" Milwaukee.....	26	0	26	11
" 11	" Ottoman.....	26	3	26	9
" 14	" Fremona.....	26	0	27	0
" 16	" Monteagle.....	26	0	27	3
" 18	" Roman.....	26	7	27	8
Nov. 1	" Sarmatian.....	25	2	28	4
" 6	" Pomeranian.....	26	1	27	9
" 8	" Lake Simcoe.....	26	3	27	7
" 11	" Hurona.....	26	0	27	3
" 17	" Ottoman.....	26	0	29	5
" 17	" Monteagle.....	26	6	29	5
" 22	" Roman.....	27	0	28	11

The semaphore at Cap Santé which indicated the depth of water on the Ste. Croix Bar was removed, as that bar had been dredged to twenty-eight feet at extreme low water, and placed at St. Nicholas to indicate the depth of water on the St. Augustin shoal. This semaphore, together with the one at Cap à la Roche, were worked throughout the season, and for the information of pilots, the depths of water which were received daily by telegram were posted in the pilotage office here.

The usual edition of the tide-tables, the date for which were furnished by your Department, was published by the Commissioners and distributed to the pilots and to the shipping firms for the use of the vessels.

I have the honour to be, sir,  
Your obedient servant,

DAVID SEATH,  
*Secretary.*

2-3 EDWARD VII., A. 1903

## HARBOUR COMMISSIONERS OF MONTREAL,

SECRETARY'S OFFICE,

MONTREAL, January 7, 1903.

Col. F. GOURDEAU,

Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour, by direction of the Harbour Commissioners of Montreal, to transmit you herewith, for the information of the Honourable the Minister of Marine and Fisheries, the usual statements, (1) receipts and disbursements of the Montreal Decayed Pilots' Fund for the year ended December 31, 1902, and (2) assets of the fund at December 31, 1902.

The following is an abstract of the former :

*Receipts.*

5 p. c. of pilotage dues collected at Montreal .....	\$3,308 22
“ “ “ at Three Rivers and Batiscan .....	94 26
“ “ “ at Sorel .....	22 23
“ “ “ sundry vessels .....	50 56
Amount collected and applied under paragraph 62 of Pilotage Act .....	55 00
	<hr/>
	\$3,530 37
Interest on investments and cash in bank .....	2,356 77
	<hr/>
Total .....	\$5,887 14

*Disbursements.*

Pensions to old pilots and widows of pilots and minors ..	\$5,881 23
Audit of the fund for 1901 .....	25 00
Postage stamps and stationery .....	10 00
Funeral expenses of late pilot George Veillet .....	53 99
	<hr/>
Total .....	\$5,870 22

Showing a gain for the year of \$16.92.

The question under discussion last year of reducing the pensions in order to keep the expenditure within the revenue, was acted upon, and after consulting with the Committee of Montreal Pilots, it was decided to reduce the pensions of old pilots from \$360 to \$300 per annum, commencing from May 1 last, and the revenue for the past year has been sufficient to meet the expenditure.

Before the opening of navigation pilot Achille Bélanger applied to be placed on the pension list and filed a medical certificate to the effect that he was unable to exercise the duties of pilot, and he was placed on the pension list for one year from May 1.

Pilots J. Sauvageau and L. Perrault, who had been on the list for one year from May 1, 1901, renewed their application and filed medical certificates to the effect that their health had not improved, and were continued as pensioners for another year.

Pilot Jean Nault, of Deschambault, licensed on February 20, 1884, died on June 14, 1902, and his widow was placed on the pension list from June 15.

At the close of the year there were 25 pensioners, 13 old pilots, 11 widows and the minors of one pilot deceased.

I have the honour to be, sir,

Your obedient servant,

DAVID SEATH,

*Secretary.*



## SESSIONAL PAPER No. 23

DR.

DAVID SEATH, Treasurer, in account with the Montreal Decayed Pilot Fund.

CR.

[illegible]

2-3 EDWARD VII., A. 1903

Cr.

DAVID SEATH, Treasurer, in account with the Montreal Decayed Pilots' Fund—Continued.

Dr.

1902.	Brought forward.....	\$	Cts.	1902.	Brought forward.....	\$	Cts.
July 31.	To Collector of Customs, Montreal, $\frac{2}{3}$ Trinity dues, collected in July.....	5,843	45	May 1	By pensions paid to the following for three months ended April 30— Old Pilot, F. Desjordy.....	2,292	62
" 31.	Montreal Harbour coupons, due July 5, 1902— Series R, Nos. 20 and 102 = 2 x \$15 00 = \$ 30 00 " R " 42 and 117-119 = 4 x 30 00 = 120 00 " R " 84 " = 1 x 60 00 = 60 00 " D " 21 and 45-49 = 6 x 25 00 = 150 00 " F " 164-172 = 9 x 20 00 = 180 00 " G " 289-290 = 2 x 20 00 = 40 00 " H " 64, 65, 139-142 = 5 x 20 00 = 100 00 " J " 221-246 = 16 x 20 00 = 320 00	569	40	"	" L. Mayrand.....	90	00
				"	" P. Gagnon.....	90	00
				"	" A. Naud.....	90	00
				"	" D. Perrault.....	90	00
				"	" L. Perrault.....	90	00
				"	" J. Sauvageau.....	90	00
				"	" T. Toupin.....	90	00
				Aug. 1.	By pensions paid to the following for three months ended July 30— Heirs L. Bellisle.....	37	33
Aug. 11.	Pilot H. Dussault, 5 per cent pilotage dues, H.M.S. <i>Psyche</i> , Quebec to Montreal, and return 16 ft. 6 in. draught, September, 1901.....	1,020	00	"	" A. Dufresne.....	29	33
" 12.	Pilot A. Paquin, 5 per cent pilotage dues, ss. <i>Gaspesia</i> , Quebec to Montreal, 9 ft. 6 in. draught, Montreal to Quebec, 10 ft. 6 in. draught.....	4	11	"	" V. Gagnon.....	37	33
" 12.	H. Dussault, 5 per cent pilotage dues, yacht <i>Grandra</i> , Montreal to Quebec, 12 ft. 6 in. draught, July 10, 1901.....	2	50	"	" J. O. Hamelin.....	32	00
" 12.	City of Montreal, six months' interest to July 1, on \$5,000.00 of 5 per cent Montreal city stock.....	1	50	"	" J. Lévesque.....	37	33
" 27.	Pilot A. Groleau, 5 per cent pilotage dues, ss. <i>Lord Strathcona</i> , Quebec to Montreal, 12 ft. 5 in. draught, Montreal to Quebec, 13 ft. 4 in. draught.....	125	00	"	" A. Lisé.....	37	33
" 28.	Pilot J. Leveille, 5 per cent pilotage dues, ss. <i>Rustington</i> , Batiscan to Quebec, 17 ft. draught.....	3	21	"	" D. Machieu.....	32	00
" 31.	Collector of Customs, Montreal, $\frac{2}{3}$ Trinity dues, collected in August.....	1	59	"	" E. Naud.....	18	66
Sept. 1.	Pilot N. C. Dufresne, 5 per cent pilotage dues yacht <i>Grandra</i> , Aug. 2, Montreal to Quebec, 13 ft. draught also Aug. 30, Montreal to Quebec, 13 ft. draught.....	424	24	"	" J. Nault.....	32	00
" 13.	Pilot A. Paquin, 5 per cent pilotage dues, ss. <i>Gaspesia</i> , Quebec to Montreal, 6 ft. 6 in. draught, Montreal to Quebec, 10 ft. 6 in. draught.....	3	24	"	" J. Toupin.....	75	00
" 27.	Pilot A. Paquin, 5 per cent pilotage dues ss. <i>Gaspesia</i> , Quebec to Montreal, 10 ft. draught, Montreal to Quebec, 10 ft. draught.....	2	50	"	" C. Belisle.....	75	00
" 30.	Collector of Customs, Montreal, $\frac{2}{3}$ Trinity dues, collected in September.....	2	50	"	" P. Belanger.....	75	00
				"	" Z. Bouille.....	75	00
				"	" F. Desjordy.....	75	00
				"	" P. Gagnon.....	75	00
				"	" A. Naud.....	75	00
				"	" L. Mayrand.....	75	00
				"	" D. Perrault.....	75	00
				"	" L. Perrault.....	75	00
				"	" J. Sauvageau.....	75	00
				"	" T. Toupin.....	75	00
				Nov. 1.	By pensions paid to the following for three months ended October 31— Heirs L. Bellisle.....	37	33
				"	" A. Dufresne.....	29	33
				"	" V. Gagnon.....	37	33
				"	" J. O. Hamelin.....	32	00
				"	" J. Lévesque.....	37	33
				"	" A. Lisé.....	37	33
				"	" D. Machieu.....	32	00
				"	" E. Naud.....	18	66
				"	" J. Nault.....	32	00
				"	" J. Toupin.....	75	00
				"	" C. Belisle.....	75	00
				"	" P. Belanger.....	75	00
				"	" Z. Bouille.....	75	00
				"	" F. Desjordy.....	75	00
				"	" P. Gagnon.....	75	00
				"	" A. Naud.....	75	00
				"	" L. Mayrand.....	75	00
				"	" D. Perrault.....	75	00
				"	" L. Perrault.....	75	00
				"	" J. Sauvageau.....	75	00
				"	" T. Toupin.....	75	00
				Nov. 1.	By pensions paid to the following for three months ended October 31— Heirs L. Bellisle.....	37	33
				"	" A. Dufresne.....	29	33
				"	" V. Gagnon.....	37	33
				"	" J. O. Hamelin.....	32	00
				"	" J. Lévesque.....	37	33
				"	" A. Lisé.....	37	33
				"	" D. Machieu.....	32	00
				"	" E. Naud.....	18	66
				"	" J. Nault.....	32	00
				"	" J. Toupin.....	75	00
				"	" C. Belisle.....	75	00
				"	" P. Belanger.....	75	00
				"	" Z. Bouille.....	75	00
				"	" F. Desjordy.....	75	00
				"	" P. Gagnon.....	75	00
				"	" A. Naud.....	75	00
				"	" L. Mayrand.....	75	00
				"	" D. Perrault.....	75	00
				"	" L. Perrault.....	75	00
				"	" J. Sauvageau.....	75	00
				"	" T. Toupin.....	75	00
				Nov. 1.	By pensions paid to the following for three months ended October 31— Heirs L. Bellisle.....	37	33
				"	" A. Dufresne.....	29	33
				"	" V. Gagnon.....	37	33
				"	" J. O. Hamelin.....	32	00
				"	" J. Lévesque.....	37	33
				"	" A. Lisé.....	37	33
				"	" D. Machieu.....	32	00
				"	" E. Naud.....	18	66
				"	" J. Nault.....	32	00
				"	" J. Toupin.....	75	00
				"	" C. Belisle.....	75	00
				"	" P. Belanger.....	75	00
				"	" Z. Bouille.....	75	00
				"	" F. Desjordy.....	75	00
				"	" P. Gagnon.....	75	00
				"	" A. Naud.....	75	00
				"	" L. Mayrand.....	75	00
				"	" D. Perrault.....	75	00
				"	" L. Perrault.....	75	00
				"	" J. Sauvageau.....	75	00
				"	" T. Toupin.....	75	00
				Nov. 1.	By pensions paid to the following for three months ended October 31— Heirs L. Bellisle.....	37	33
				"	" A. Dufresne.....	29	33
				"	" V. Gagnon.....	37	33
				"	" J. O. Hamelin.....	32	00
				"	" J. Lévesque.....	37	33
				"	" A. Lisé.....	37	33
				"	" D. Machieu.....	32	00
				"	" E. Naud.....	18	66
				"	" J. Nault.....	32	00
				"	" J. Toupin.....	75	00
				"	" C. Belisle.....	75	00
				"	" P. Belanger.....	75	00
				"	" Z. Bouille.....	75	00
				"	" F. Desjordy.....	75	00
				"	" P. Gagnon.....	75	00
				"	" A. Naud.....	75	00
				"	" L. Mayrand.....	75	00
				"	" D. Perrault.....	75	00
				"	" L. Perrault.....	75	00
				"	" J. Sauvageau.....	75	00
				"	" T. Toupin.....	75	00
				Nov. 1.	By pensions paid to the following for three months ended October 31— Heirs L. Bellisle.....	37	33
				"	" A. Dufresne.....	29	33
				"	" V. Gagnon.....	37	33
				"	" J. O. Hamelin.....	32	00
				"	" J. Lévesque.....	37	33
				"	" A. Lisé.....	37	33
				"	" D. Machieu.....	32	00
				"	" E. Naud.....	18	66
				"	" J. Nault.....	32	00
				"	" J. Toupin.....	75	00
				"	" C. Belisle.....	75	00
				"	" P. Belanger.....	75	00
				"	" Z. Bouille.....	75	00
				"	" F. Desjordy.....	75	00
				"	" P. Gagnon.....	75	00
				"	" A. Naud.....	75	00
				"	" L. Mayrand.....	75	00
				"	" D. Perrault.....	75	00
				"	" L. Perrault.....	75	00
				"	" J. Sauvageau.....	75	00
				"	" T. Toupin.....	75	00
				Nov. 1.	By pensions paid to the following for three months ended October 31— Heirs L. Bellisle.....	37	33
				"	" A. Dufresne.....	29	33
				"	" V. Gagnon.....	37	33
				"	" J. O. Hamelin.....	32	00
				"	" J. Lévesque.....	37	33
				"	" A. Lisé.....	37	33
				"	" D. Machieu.....	32	00
				"	" E. Naud.....	18	66
				"	" J. Nault.....	32	00
				"	" J. Toupin.....	75	00
				"	" C. Belisle.....	75	00
				"	" P. Belanger.....	75	00
				"	" Z. Bouille.....	75	00
				"	" F. Desjordy.....	75	00
				"	" P. Gagnon.....	75	00
				"	" A. Naud.....	75	00
				"	" L. Mayrand.....	75	00
				"	" D. Perrault.....	75	00
				"	" L. Perrault.....	75	00
				"	" J. Sauvageau.....	75	00
				"	" T. Toupin.....	75	00
				Nov. 1.	By pensions paid to the following for three months ended October 31— Heirs L. Bellisle.....	37	33
				"	" A. Dufresne.....	29	33
				"	" V. Gagnon.....	37	33
				"	" J. O. Hamelin.....	32	00
				"	" J. Lévesque.....	37	33
				"	" A. Lisé.....	37	33
				"	" D. Machieu.....	32	00
				"	" E. Naud.....	18	66
				"	" J. Nault.....	32	00
				"	" J. Toupin.....	75	00
				"	" C. Belisle.....	75	00
				"	" P. Belanger.....	75	00
				"	" Z. Bouille.....	75	00
				"	" F. Desjordy.....	75	00
				"	" P. Gagnon.....	75	00
				"	" A. Naud.....	75	00
				"	" L. Mayrand.....	75	00
				"	" D. Perrault.....	75	00
				"	" L. Perrault.....	75	00
				"	" J. Sauvageau.....	75	00
				"	" T. Toupin.....	75	00
				Nov. 1.	By pensions paid to the following for three months ended October 31— Heirs L. Bellisle.....	37	33
				"	" A. Dufresne.....	29	33
				"	" V. Gagnon.....	37	33
				"	" J. O. Hamelin.....	32	00
				"	" J. Lévesque.....	37	33
				"	" A. Lisé.....	37	33
				"	" D. Machieu.....	32	00
				"	" E. Naud.....	18	66
				"	" J. Nault.....	32	00
				"	" J. Toupin.....	75	00
				"	" C. Belisle.....	75	00
				"	" P. Belanger.....	75	00
				"	" Z. Bouille.....	75	00
				"	" F. Desjordy.....	75	00
				"	" P. Gagnon.....	75	00
				"	" A. Naud.....	75	00
				"	" L. Mayrand.....	75	00
				"	" D. Perrault.....	75	00
				"	" L. Perrault.....	75	00
				"	" J. Sauvageau.....	75	00
				"	" T. Toupin.....	75	00
				Nov. 1.	By pensions paid to the following for three months ended October 31— Heirs L. Bellisle.....	37	33
				"	" A. Dufresne.....	29	33
				"	" V. Gagnon.....	37	33
				"	" J. O. Hamelin.....	32	00
				"	" J. Lévesque.....	37	33
				"	" A. Lisé.....	37	33
				"	" D. Machieu.....	32	00
				"	" E. Naud.....	18	66
				"	" J. Nault.....	32	00
				"	" J. Toupin.....	75	00
				"	" C. Belisle.....	75	00
				"	" P. Belanger.....	75	00
				"	" Z. Bouille.....	75	00
				"	" F. Desjordy.....	75	00

## SESSIONAL PAPER No. 23

Oct. 17.	Pilot A. Paquin, 5 per cent pilotage dues ss. <i>Gaspésien</i> , Quebec to Montreal, 11 ft. draught, Montreal to Quebec, 11 ft. draught.	2 75	"	A. Gauthier.	32 00
" 30.	Pilot N. Bouille, 5 per cent pilotage dues ss. <i>Imperial</i> , Quebec to Montreal, 11 ft. 6 in. draught.	1 42	"	J. O. Hamelin.	37 33
" 31.	Collector of Customs, Montreal $\frac{1}{2}$ Trinity dues, collected in October.	387 43	"	J. Lévesque.	37 33
Nov. 5.	Pilot A. Brière, 5 per cent pilotage dues, ss. <i>Langisford</i> , Montreal to Batiscan, 13 ft. draught.	1 15	"	A. Lise.	32 00
" 26.	Collector of Customs, Three Rivers, $\frac{1}{2}$ Trinity dues, collected at Three Rivers in 1902.	90 35	"	D. Mathieu.	32 00
" 28.	Collector of Customs, Three Rivers, $\frac{1}{2}$ Trinity dues, collected at Batiscan in 1902.	3 91	"	E. Naud.	37 33
" 30.	Collector of Customs, Montreal, $\frac{1}{2}$ Trinity dues, collected in November.	360 06	"	J. Nault.	32 00
Dec. 11.	Collector of Customs, Sorel, $\frac{1}{2}$ Trinity dues, collected at Sorel in 1902.	22 23	"	J. Toupin.	75 00
" 12.	Collector of Customs, Montreal, $\frac{1}{2}$ Trinity dues, collected at Montreal, balance of 1902.	165 12	"	C. Bellisle.	75 00
" 17.	Pilot C. Auger, 5 per cent pilotage dues on tug <i>Lord Stanley</i> , Quebec to Montreal, Nov. 26, 1901, draft, 9 ft. 9 in.	1 21	"	Z. Bouille.	75 00
" 20.	Pilot J. E. Pleau, 5 per cent pilotage dues on yacht <i>Gunarda</i> , Montreal to Quebec, draught, 12 ft. 6 in.	1 55	"	P. Belanger.	75 00
" 31.	Montreal City and District Savings Bank, interest at rate of 3 per cent per annum, on money on deposit during 1902.	66 77	"	F. Desjardy.	75 00
			"	P. Gagnon.	75 00
			"	L. Maynard.	75 00
			"	A. Naud.	75 00
			"	D. Perrault.	75 00
			"	L. Perrault.	75 00
			"	J. Sauvageau.	75 00
			"	T. Toupin.	75 00
			"	Riddell & Common, audit of fund for 1901.	25 00
			Dec. 10.	By Rev. J. T. R. Lafleche, Curé of Ste. Anne de la Pêrade, funeral expenses of late pilot G. Veillette, who died Sept. 16, 1902, leaving no estate.	53 99
			" 20	Stationery and postage on pensions remitted during year of 1902.	10 00
			" 31.	Balance to January 1903.	3,772 43
			" 31.	Total.	9,642 65
				Total.	9,642 65



2-3 EDWARD VII., A. 1903

DR. DAVID SEATH, Treasurer, in Account with the Montreal Delayed Pilot Fund. CR.

## STATEMENT OF THE FUND.

Nos.	Series.		\$ cts.
		Montreal harbour debentures—	
20 and 102	R	Due July 5, 1906, interest at 6 per cent, 2 × \$ 500.....	1,000 00
42 and 117-119	R	" 5, 1906 " 6 " 4 × 1,000.....	4,000 00
84	R	" 5, 1906 " 6 " 1 × 2,000.....	2,000 00
21 and 45-49	T	" 5, 1915 " 5 " 6 × 1,000.....	6,000 00
164-172	F	" 5, 1917 " 4 " 9 × 1,000.....	9,000 00
289-290	G	" 5, 1918 " 4 " 2 × 1,000.....	2,000 00
64-65	H	" 5, 1921 " 4 " 2 × 1,000.....	2,000 00
139-142	H	" 5, 1921 " 4 " 4 × 1,000.....	4,000 00
231-246	J	" Jan. 5, 1924 " 4 " 16 × 1,000.....	16,000 00
		City of Montreal consolidated fund—	
165.....		Due July 1, 1910, interest at 5 per cent, 50 × \$100.....	5,000 00
		Cash in Montreal City and District Savings Bank at 3 per cent....	3,772 43
			54,772 43

DAVID SEATH,  
*Treasurer.*

MONTREAL, December 31, 1902.

We hereby certify that we have examined the entries for the year 1902, as recorded in the preceding pages, and have found them to agree with vouchers on file. Also, that debentures and certificates to the amount of \$54,772.43, as described in statement on opposite page, have this day been submitted for our inspection.

RIDDELL & COMMON, C.A.,  
*Auditors.*

MONTREAL, January 6, 1903]

## APPENDIX No. II.

### REPORT OF THE QUEBEC PILOTAGE AUTHORITY FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

HARBOUR COMMISSIONERS' OFFICE,

QUEBEC, January 20, 1903.

F. GOURDEAU, Esq.,

Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to transmit you, herewith, in duplicate, the Commissioners' Report as Pilotage Authority for the year 1902, as also the various statements containing the information yearly conveyed to your department.

I have the honour to be, sir,  
Your most obedient servant,

JAS. WOODS,

*Secretary-Treasurer.*

### QUEBEC HARBOUR COMMISSIONERS' REPORT AS PILOTAGE AUTHORITY FOR THE YEAR 1902.

*(Under 36 Victoria, Chapter 54, Section 22.)*

QUEBEC, January 2, 1903.

To the Honourable RAYMOND PREFONTAINE,

Minister of Marine and Fisheries, &c., &c., &c.,  
Ottawa.

SIR,—In compliance with the requirements of 'The Pilotage Act,' 36 Victoria, chapter 54, section 22, I have the honour to submit the following report from the Quebec Harbour Commissioners as Pilotage Authority for the year 1902.

#### SERVICE OF THE PILOTAGE STATIONS.

The operations of the year began on April 15, when eight pilots left by the cars for the pilotage station to embark on the Pilot Schooner *La Vigie* that had wintered at Bic.

Four other pilots left by the cars on April 22, and the pilot schooner *La Mouette* sailed for the station at Bic with twelve pilots on board on April 24.

As usual all the pilot stations have been provided with pilots during the season through the Intercolonial Railway and the pilot schooners, and the service has been performed to the satisfaction of the Commissioners.

2-3 EDWARD VII., A. 1902

## OLD PILOTS.

Previous to the opening of navigation, nine of the old pilots who had attained the age of sixty-five and over, were summoned before the Commissioners under the authority of the 32nd section of 'The Pilotage Act,' in order to ascertain whether they could continue in the exercise of their duties for the ensuing year. Previous to coming before the Pilotage Authority these old pilots had passed an examination before a specialist, selected by the Commissioners, as to their sight, colour sight, and hearing, and at this final examination eight were found to be competent to perform their duties, and their licenses were accordingly renewed for one year.

One old pilot No. 9 on the list of 1901, whose eyes were found to be diseased, was not allowed to pilot until they were in a better condition, and as he has not as yet been able to satisfy the Commissioners, has not been piloting this year.

## PILOTS SUPERANNUATED.

Two pilots have been placed on the retired list during the year, viz :—

Joseph Pouliot, of St. John, Orleans, and Achille Damours of St. Valier. Pilot Pouliot received his branch Sept. 23, 1853, and Pilot Damours on June 16, 1863. Pilot Pouliot having thus served for forty-nine years, and Pilot Damours for nearly forty years. Pilot Damours' resignation dating from December 1, 1902.

## DEATHS.

Three pilots have died during the year, viz :—

Messrs. David Damours, Jean-Baptiste Pouliot, sr., and Théophile Gourdeau.

Pilot Damours was branched on September 15, 1854, Pilot Pouliot on August 20, 1861, and Pilot Gourdeau on October 7, 1870, thus having respectively forty-eight, forty one, and thirty-two years of service.

## COMPLAINTS AGAINST THE PILOTAGE SERVICE.

Complaints of delay in getting their pilots at Bic have been made by the Master of the SS. *Avona*, and by the Dominion Iron & Steel Co., for their SS. *Pola*; in both of those cases the answers of the Corporation of Pilot were sent to the complainants, and no reply received.

The Commissioners are of opinion that the present schooner and boat service is altogether inadequate for present needs, and should be at once replaced by a proper steam tender service, and this change they have been urging upon the Corporation of Pilots.

## TRIALS.

Three pilots have been placed on trial before the Commissioners during the season of 1902, two of them under complaints from the masters of the vessels of which they were in charge; and the third Samuel Rioux, Pilot No. 68 (against whom no complaint was lodged) under the provisions of Sec. 100 of the Pilotage Act (45 Vict., chap. 32 s. 4).

In two of these cases the pilots were found guilty, and in the third, that of Samuel Rioux a verdict of not guilty was rendered. A statement annexed to this report conveys the particulars as to the nature of the complaints and the result of the trials.

## BY-LAWS.

The Commissioners' by-laws as the Pilotage Authority of the Pilotage District of Quebec were approved by Order in Council of date April 15, and were published in the *Canada Gazette* and came into force on April 26.



SESSIONAL PAPER No. 23

Under Article 21 of those by-laws, all the pilots on the active list under the age of 65 years, with the exceptions of Messrs Jos. Pouliot, Theop. Gourdeau, Jean Ev. Adam and John A. Irvine, were examined by a specialist appointed by the Commissioners, as to their sight and hearing; this examination under the by-law has to be repeated every third year. The pilots named, who did not undergo this examination, are not engaged in piloting, and cannot pilot until they are so examined.

IMPROVEMENTS TO AIDS TO NAVIGATION IN THE PILOTAGE DISTRICT OF QUEBEC.

On June 24, the Commissioners had the pleasure of having an interview with the then Minister of Marine and Fisheries, the Honourable James Sutherland, on the important question of improving the aids to navigation in the pilotage district of Quebec. At this meeting there was also present the deputy Minister of Marine and Fisheries, Chief Engineer, and Mr. J. U. Gregory, the agent of the department in Quebec.

The Commissioners took the opportunity of placing before the honourable the Minister, the changes and additions that they considered necessary, and which will be found in detail in the report of 1901.

At the close of a very pleasant interview, the honourable the Minister said that he did not see that any of the requests made could not be granted, there might be a difference of opinion as to some of them in regard to their importance and necessity; but if they were found to be useful, it was the department's policy to carry them out, and he assured the Commissioners that their recommendations would be attended to with all possible dispatch.

BUOY AT MOUTH OF SAGUENAY.

A numerously signed petition from merchants and mariners on the St. Lawrence and Saguenay Rivers asking that the buoy previously placed on the west side of Red Island on the Batture au Loup Marin, should be replaced as before, being very useful for the Saguenay route, was received by the Commissioners in August. Application in this sense was made to the Department of Marine and Fisheries, and the buoy in question placed in the desired position.

PILOTAGE EARNINGS.

According to a return received from the Secretary-Treasurer of the Corporation of Pilots for and below the harbour of Quebec, their gross earnings for the season have been \$112,693.59, and the total expenses \$21,317.60, leaving a net balance of \$91,375.99 to be divided among 111 or 112 pilots, giving them a dividend of \$823 each.

Out of the sum of the gross earnings of \$112,693.59, British vessels gave a return of \$110,141.39, and foreign vessels \$2,552.20.

DIRECTORS OF THE CORPORATION OF PILOTS.

At their annual meeting held on December 10 last, the pilots elected the following directors to their corporation for the ensuing year: Messrs. L. E. Morin, Edmond Larochelle, sr., Joseph Fortier, Léon Labrecque, Joseph H. Talbot and Louis Thivierge, and at a subsequent meeting of the new board held on December 11, Mr. L. E. Morin was re-elected president.

Annexed to the present report are the various statements not herein alluded to, which contain all the information yearly conveyed to your department by the Commissioners in their capacity of the Pilotage Authority.

I have the honour to be, sir, Your most obedient servant,

JAS. WOODS, *Secretary-Treas.*

2-3 EDWARD VII., A. 1903

## PILOTAGE TARIFF

RATES of Pilotage for the Harbour of Quebec and below, as per By-Law passed by the Quebec Harbour Commissioners, on June 18, 1891, and sanctioned by His Excellency the Governor General in Council on June 26, 1891.

TABLE 1.

RATES of Pilotage for the Harbour of Quebec and below, for each foot of Draught of Water.

From	To	From May 1 to Nov. 10.	From Nov. 10 to Nov. 19.	From Nov. 19 to March 1.	From March 1 to May 1.
Bic Island or any place below the anchorage of Brandy Pots, off Hare Island.....	Anchorage or mooring ground in the basin or harbour of Quebec	\$3.87	\$4.95	\$6.02	\$4.41
The anchorage ground at the Brandy Pots off Hare Island or any place above the said anchorage ground and below St. Roch's Point. ...	" " ....	$\frac{2}{3}$ of this sum.	$\frac{2}{3}$ of this sum.	$\frac{2}{3}$ of this sum.	$\frac{2}{3}$ of this sum.
St Roch's Point or any place above this Point and below the Point-aux-Pins, on Crane Island.....	" " ....	$\frac{1}{3}$ " ..	$\frac{1}{3}$ " ..	$\frac{1}{3}$ " ..	$\frac{1}{3}$ " ..
Point-aux-Pins or Crane Island or any place below St. Patrick's Hole.....	" " ....	$\frac{1}{4}$ " ..	$\frac{1}{4}$ " ..	$\frac{1}{4}$ " ..	$\frac{1}{4}$ " ..
The anchorage or mooring ground in the basin or harbour of Quebec.....	Bic Island or the place where the pilot shall be discharged in the river below Quebec..	\$3.40	\$4.46	\$5.64	\$3.93

TABLE II.

RATES of Pilotage for the Harbour of Quebec and below.

From.	To.	
Any wharf in the harbour of Quebec between Pointe à Carcy, below, and the west-end of the Allan's wharf above, both inclusive.....	Any other wharf within said limits.....	8 cts. 2 50
Any place in the harbour of Quebec, not being a wharf within the above mentioned limits.....	Any other place in the said harbour not being a wharf within the said limits....	5 00

Pilots taking charge of the vessels at St. Patrick's Hole or above it, shall be entitled to no more than the sum allowed in Table II for piloting vessels from one part of the harbour to another.

J.-B. LALIBERTÉ,  
Chairman.

JAS. WOODS,  
Secretary-Treasurer.

HARBOUR COMMISSIONERS' OFFICE, )  
QUEBEC, January 2, 1903. )

SESSIONAL PAPER No. 23

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, on the active list, on December 31, 1902; the number who retired, struck off the active list, or died during the year; the number temporarily suspended; the number who were unable to serve; the number in charge of Government steamers, &c.

Number.	Name.	Age.	Residence.	NUMBER OF PILOTAGES EFFECTED.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
1	Charles Francis Brown	75	Quebec.	4	3	3	
2	Paul Paquet.	71	St. John, Orleans.	4	4	3	
3	Georges Normand.	72	Crane Island.	4	3	3	
4	Numa Lachance.	68	St. Michel, Bellechasse.	4	3	3	
5	Joseph Gravel.	76	Quebec.	4	2	3	
6	Jean-Bte Pouliot.	61	St. John, Orleans.	4	3	2	Sick all the season.
7	Joseph Paquet.	65	Quebec.	0	0	0	Employed by the Thompson Line. President of the Corporation of Pilots. Re-elected at last election.
8	Louis Edmond Morin.	64	"	11	10	1	
9	Moïse Lachance.	65	St. John, Orleans.	4	4	3	
10	Joseph T. Brown	67	Quebec.	3	4	2	
11	Hubert Raymond.	63	"	6	6	1	
12	Achille Damours.	63	St. Valier	4	4	3	
13	Joseph Pouliot.	59	St. John, Orleans.	0	0	0	Sick all the season.
14	Edmond Larochelle, sr.	59	Quebec.	0	0	0	One of the directors of the Corporation of Pilots. Re-elected at last election.
15	Laurent Godbout	59	"	4	3	3	
16	Adelme Pouliot.	63	St. Laurent, Orleans.	4	3	3	
17	Bart. Pepin dit Lachance.	57	St. John, Orleans.	15	16	1	Employed by the Black Diamond Line.
18	Frs.-Xav. Delisle	57	Quebec.	3	4	2	
19	Damien Eugene Boulanger	59	Tadoussac	0	0	0	Master of the Saguenay Station.
20	Cyprien Langlois	58	St. John, Orleans.	4	3	3	
21	Charles Normand	56	Quebec.	13	19	1	Employed by the Black Diamond Line.
22	Napoléon Rioux	57	Ste. Pétronille, Orleans.	3	5	3	
23	Jean-Bte Tremblay	59	Quebec.	3	5	2	
24	Ray. Baquet dit Lamontagne.	57	Noire-Dame, Lévis.	15	15	1	" Elder-Dempster Line.
25	Frs.-Xav. Lamarre	56	St. Valier	5	3	3	
26	Moïse Pouliot.	54	St. John, Orleans.	4	4	3	
27	Paul Gobeil.	56	"	3	4	3	
28	Chs. Alarie Raymond	54	Château-Richer.	5	4	3	
29	Victor Vézina	57	Quebec.	11	12	1	Thompson Line.
30	L. B. O. Goutron dit Larochelle.	55	St. Michel, Bellechasse.	22	18	1	"
31	Chs. Hermite alias A. Bernier	57	"	5	3	3	Allan Line.



STATEMENT showing the number of Pilots for and below the Harbour of Quebec, &amp;c.—Continued.

Number.	Name.	Age.	Residence.	NUMBER OF PILOTAGES EFFECTED			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
32	Louis Robert Deniers .....	56	Quebec.....	15	15	3	Employed by the Quebec Steamship Company.
33	Vital Ephrem Chamberland.....	62	Quebec.....	0	0	0	Office keeper.
34	Joseph G. Dupil .....	55	" .....	19	19*	1	Employed by the Allan Line.
35	Joseph Fortier .....	58	St. John, Orleans .....	12	11	1	by the Black Diamond Line. Elected director of the Corporation of Pilots at last election.
36	Nestor Lachance .....	57	" .....	9	6	1	Holme Line.
37	Cyrille Audet dit Lapointe. ....	57	St. Michel, Bellechasse.....	3	3	3	"
38	Joseph Lapointe .....	59	St. Laurent, Orleans .....	5	2	2	"
39	Pierre Pepin dit Lachance .....	53	Montréal.....	15	15	1	Black Diamond Line.
40	Théophile Gourdeau .....	58	Lauson, Lévis .....	0	0	0	Died July 4, 1902.
41	Istode Noël .....	52	St. John, Orleans .....	5	3	3	Sick all the season.
42	Jean Evariste Adam .....	58	Trois Saumons .....	0	0	1	Employed by the Elder-Dempster Line.
43	Alfred Larochelle .....	52	St. Michel, Bellechasse.....	14	15	1	One of the directors of the Corporation of Pilots.
44	Théophile Corriveau .....	55	Quebec.....	1	1	0	at last election.
45	Elzéar Godbout .....	54	" .....	12	12	1	Employed by the Black Diamond Line.
46	Pierre Gobeil.....	54	St. John, Orleans .....	4	3	3	"
47	Théodule Pepin dit Lachance .....	57	Montréal .....	13	14	1	"
48	Achille Tréfilé Sinard .....	51	St. Joseph, Lévis .....	15	21	1	Head Line.
49	Jean-Bte Patoin .....	51	Montréal .....	5	6	0	Black Diamond Line.
50	Narcisse Lavoie .....	53	St. Luce, Rimouski .....	0	0	0	Master of pilot schooner <i>Vierge</i> .
51	Joseph Emilio Couillard.....	51	Quebec.....	8	8	0	Employed by the Ross Company.
52	Louis Albert Royer.....	57	" .....	6	7	1	Intercolonial Mine Company.
53	Ossimine Noël .....	50	St. John, Orleans .....	12	12	1	Thompson Line.
54	Napoléon Baillargeon .....	52	Quebec.....	5	4	3	"
55	Frs.-X. Demeules .....	50	St. John, Orleans .....	4	4	3	"
56	Louis Honoré Lapierre.....	52	Notre-Dame, Lévis .....	4	4	0	"
57	Jos. Eugène Lachance .....	48	St. John, Orleans .....	14	14	1	Leyland Line.
58	David Arthur Bouffard .....	48	St. Laurent, Orleans .....	4	5	3	"
59	Jean Théophile St. Laurent .....	51	Quebec.....	17	11	1	Elder-Dempster Line.
60	Jacques Georges Dugas .....	50	St. Joseph, Lévis .....	3	3	3	"
61	Joseph Victor Gourdeau.....	55	Stc. Pétronille, Orleans.....	3	3	3	"
62	Louis alias Tréfilé Delisle .....	48	Trois-Pistoles .....	2	4	3	"
63	J.-Bte Couillard .....	51	Cap St. Ignace.....	9	9	1	"
64	Chs. Pelletier .....	52	St. Michel, Bellechasse.....	5	3	3	"

SESSIONAL PAPER No. 23

65	Nazaire Delisle.....	53	Quebec.....	5	2	3			
66	J. E. Bonaventure Laviole.....	50	St. Luce, Rimouski.....	3	4	3			
67	Adjutor Baillargeon.....	48	Quebec.....	21	18	1			Dominion Hamburg-American Packet Co.
68	Sammel Rioux.....	49	".....	17	18	1			Allan Line.
69	Charles Octave Clavet.....	48	St. Michel, Bellechasse.....	14	14	1			Black Diamond Line.
70	Paul Lachance.....	46	Quebec.....	18	19	1			Allan Line.
71	Arcadius Jovuin.....	44	St. Luce, Rimouski.....	4	3	3			
72	Léon Lebreque.....	52	St. Laurent, Orleans.....	0	0	0			One of the directors of the Corporation of Pilots. Re-elected at last election.
73	Paul Lachance.....	47	St. John.....	9	9	1			
74	Joseph Pouliot.....	46	".....	14	14	1			Employed by the Leyland Line.
75	Joseph Laroche.....	45	St. Michel, Bellechasse.....	4	3	3			
76	Adjutor Lachance.....	44	".....	6	7	2			
77	Frs. Goudreau.....	51	Quebec.....	16	19	1			
78	Arthur Koenig.....	51	L'Islet.....	9	9	2			" Moss Line.
79	Eugène Actil.....	43	St. Jean Port Joli.....	0	0	0			Intercolonial Mine Co.
80	David Dumas.....	49	Notre-Dame, Levis.....	4	3	2			Master of pilot schooner <i>Monette</i> .
81	Joseph Lachance.....	48	St. Laurent, Orleans.....	6	7	3			Employed by the Black Diamond Line.
82	Paul Pâquet.....	44	St. John.....	4	4	2			
83	Alphonse Pouliot.....	50	Château-Richer.....	4	2	2			
84	Elzéar Normand.....	43	Cap St. Ignace.....	6	2	2			
85	Jean-Bte. Bernier.....	43	L'Islet.....	15	16	1			" Donaldson Line.
86	Joseph Pâquet.....	41	St. John, Orleans.....	4	3	3			
87	Jean A Lachance.....	40	Quebec.....	4	3	3			
88	Arthur Baillargeon.....	45	".....	16	14	1			Black Diamond Line.
89	Joseph Vézina.....	41	St. Laurent, Orleans.....	3	4	3			
90	Herménégilde Guénard.....	44	St. Thomas, Montmagny.....	5	2	3			
91	Elzéar Desrosiers.....	49	Quebec.....	5	5	3			
92	Joseph A. Irvine.....	46	Green Island.....	0	0	0			Master of Red Island Light Ship.
93	Frédéric Bouffard.....	45	St. Laurent, Orleans.....	3	3	3			
94	Jules Asselin.....	41	St. Michel, Bellechasse.....	5	5	1			Employed by the Black Diamond Line.
95	Prudent Marnen.....	43	Beauport.....	3	1	3			
96	Lucien Lachance.....	41	Quebec.....	12	11	1			
97	Camille Bernier.....	44	".....	19	20	1			Dominion Line.
98	Moise Blouin.....	51	St. John, Orleans.....	3	5	3			
99	Moise alias Laurent Godbout.....	42	Quebec.....	7	6	2			
100	Alfred Godreau.....	49	Cap St. Ignace.....	2	5	2			
101	Alfred Raymond.....	41	Kamouraska.....	11	9	1			Intercolonial Mine Co.
102	Philéas Lachance.....	42	St. John, Orleans.....	18	18	1			Dominion and Hamburg American Packet Co.
103	Joseph H. Talbot.....	40	Berthier.....	0	0	0			One of the directors of the Corporation of Pilots. Re-elected at last election.
104	Moise Arthur Lachance.....	39	St. John, Orleans.....	4	3	3			
105	Louis Frs. Thivierge.....	36	".....	0	0	0			One of the directors of the Corporation of Pilots. Re-elected at last election.
106	Jos. Emilion alias Emile Lachance.....	36	".....	2	4	3			
107	Alphonse Asselin.....	37	Quebec.....	6	9	1			Employed by the Dominion and Hamburg-American Packet.
108	Edmond Laroche.....	36	St. Michel, Bellechasse.....	15	17	1			
109	Joseph Plante.....	36	St. Paul's Bay.....	4	3	3			" Elder-Dempster Line.
110	Alphonse Pâquet.....	36	St. John, Orleans.....	3	4	2			

STATEMENT showing the number of Pilots for and below the Harbour of Quebec, &c.—*Concluded.*

Number.	Name.	Age.	Residence.	NUMBER OF PILOTAGES EFFECTED.			Casualties and Remarks.
				Inwards.	Outwards.	Movages.	
111	Paul alias Napoléon Pouliot.	43	St. John, Orleans.	3	3	3	Employed by the Elder-Dempster Line. Donaldson Line. Canadian Transportation and Export Co.
112	Adelard Bernier.	41	Quebec.	13	17	1	
113	Adelard Vézina.	32	St. Michel, Bellechasse.	4	2	3	
114	Jean-Bte. Pouliot.	32	St. John, Orleans.	18	14	1	
115	Joseph Thivierge.	33	" "	5	5	1	
116	Leonidas Lachance.	32	" "	4	4	3	
117	Eudore Langlois.	40	" "	4	4	3	
118	Frs. X. Eust. alias Wm. Doiron.	42	St. Joseph, Levis.	3	4	3	

Certified,  
JAS. WOODS,  
*Secretary-Treasurer.*

HARBOUR COMMISSIONERS' OFFICE.  
QUEBEC, January 2, 1903.



SESSIONAL PAPER No. 23

STATEMENT of trials held during the year 1902, before the Quebec Harbour Commissioners, under the authority of the Pilotage Act, 36 Vic., chap. 54, and 45 Vic., chap. 32, sec. 4.

Name of Pilot Tried.	Nature of Complaint.	Date of Trial.	Result.
Alphonse Asselin. ....	Running the ss. <i>Manchester Importer</i> ashore on White Island Reef on August 23, 1902.	Sept. 5...	Found guilty and suspended to May 1, 1903.
Jos. Eugène Larochelle..	Running the ss. <i>Iberian</i> ashore on Red Island Reef on October 30, 1902.	Nov. 7...	Found guilty and suspended for eighteen months.
Samuel Rioux.....	Investigation under the 45 Vic., chap. 32, sec. 4. Colliding ss. <i>Sicilian</i> with some object between Point St. John and Bellechasse Island on or about Nov. 24, 1902.	Dec. 1 ...	Found not guilty.

LIST of Apprentice Pilots immediately under the Quebec Harbour Commissioners' Pilotage Authority on December 31, 1902.

No.	Names.	When Indentured.	Remarks.
1	Georges Dugas .....	April 11, 1871 ...	Absent since the fall of 1877.
2	Ernest Nolet .....	March 19, 1874...	Absent since the fall of 1878.

Certified,

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, January 2, 1903.

JAS. WOOD.  
*Secretary-Treasurer.*

QUEBEC, December 31, 1902.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to transmit to you a detailed statement, in duplicate, of the moneys received and expended by the Decayed Pilot Fund of Quebec; all of which has been revised and attested :—

The total amount of receipts was..... \$112,693.59  
The total expenditure was.... 21,317.60

Leaving a net balance of..... 91,375.99

To be distributed among 111 to 112 pilots, giving a net dividend of \$823.  
Twenty-nine foreign vessels paid in \$2,552.20 and seven hundred and seventy-one British vessels paid in \$110,141.39.  
Three pilots died during the year :—Messrs. David Damour, Theophile Gourdeau and Jean Baptiste Pouliot, sr.  
All of which is humbly submitted.

F. X. DION,  
*Secretary-Treasurer.*

## THE CORPORATION OF PILOTS.

STATEMENT of moneys received and expended by the Corporation of Pilots for the Decayed Pilot Fund of Quebec, during the year 1902.

RECEIPTS.	\$ cts.	Two Pilots at \$126.	\$ cts.
To balance of 1901 .....	5,688 76	Pouliot, Paul. ....	126 00
Percentage on contribution of pilots....	7,897 57	Raymond, Léandre. ....	126 00
Church wardens of St. Fulgence on account of capital.....	500 00		252 00
Thomas Gray on account of capital....	400 00	One Pilot at \$80.	
Interest on investments.....	4,419 47	Forbes, Isaac.....	80 00
Interest from savings bank.....	304 07		
	19,209 87		
EXPENDITURE.		WIDOWS.	
By pensions .....	9,566 18	Thirty Widows at \$100.	
By relief.....	741 09	Widow Audet, George, died January 24,	
General expenses.....	5 00	1902.....	22 83
Salaries.....	550 00	" Bernier, J. Bte.....	100 00
Churchwardens of St. Romuald, loan..	4,000 00	" Baquet, Annibal.....	100 00
Deposits in savings bank.....	4,200 00	" Brown, Charles, died January	
Balance on hand.....	147 60	15, 1902.....	20 83
	19,209 87	" Bouffard, David.....	100 00
RELIEF GIVEN.		" Caron, Maximin.....	100 00
Adam, J. E. ....	200 00	" Demers, Victor.....	100 00
Pouliot, Joseph, 2.....	200 00	" Després, Auguste.....	100 00
Gourdeau, Théophile.....	118 90	" Dion, J. Bte.....	100 00
Pouliot, Joseph, 1.....	88 87	" D'Amours, David, pensioned	
Paquet, Joseph, 1.....	133 32	May 14, 1902.....	46 06
	741 09	" Delisle, Magloire.....	100 00
		" Dumas, Charles, acc.....	75 00
		" Dumas, François.....	100 00
		" Dufresne, Jérémie.....	100 00
		" Gobeil, Antoine.....	100 00
		" Godbout, Laurent.....	100 00
		" Gobeil, Jean.....	100 00
		" Jouvin, Hilaire, acc.....	75 00
		" Langlois, Paul.....	100 00
		" Laprise, Louis.....	100 00
		" Lavoie, Louis Joseph.....	100 00
		" Lapierre, Pierre, died October	
		2, 1902.....	92 00
		" Lapointe, Antoine.....	100 00
		" Pouliot, J. Bte., pensioned Oct.	
		12, 1902.....	5 13
		" Pelletier, Alexis.....	100 00
		" Pouliot, Jean.....	100 00
		" Ménard, Régis, pensioned May	
		28, 1902.....	42 28
		" Marcoux, Edouard.....	100 00
		" Vaillancourt, Alex.....	100 00
		" Vézina, Charles.....	100 00
	882 83		2,579 13
Two Pilots at \$156.		Seventeen Widows at \$96.	
Chouinard, Thomas.....	156 00	Widow Coulombe, Jean. . . . .	96 00
Pépin dit Lachance, Jos., died March		" Delisle, F. X.....	96 00
14, 1902.....	58 25	" Delisle, Jean.....	96 00
	214 25	" Dumas, Hubert.....	96 00
Two Pilots at \$140.		" Forgues, Narcisse.....	96 00
Dick, Ovide .....	140 00	" Fontaine, Pierre, died Dec. 1,	
Lapointe, Cyrille.....	140 00	1902.....	104 30
	280 00	" Guénard, Michel.....	96 00
One Pilot at \$135.		" Gourdeau, Théop., pensioned	
Pelletier, François.....	138 00	July 4, 1902.....	31 29
		" Lachance, Barth., died May 5,	
		1902.....	49 35
		Carried forward.....	584 30

SESSIONAL PAPER No. 23

STATEMENT of moneys received and disbursed by the Corporation of Pilots for the  
Decayed Pilot Fund of Quebec, &c.—Continued.

	\$	cts.		\$	cts.
Brought forward .....	584	30	<i>Seven Widows at \$83.</i>		
Widow Lamarre, Jean Frs.....	96	00	Widow Coté, François, died October 6, 1902.....	77	65
" Laprise, Pierre.....	96	00	" Dion, Jean, died Dec. 17, 1902.....	93	58
" Lemieux, Pierre.....	96	00	" Koenig, C. F.....	83	00
" Marticotte, Isaie.....	96	00	" Lachance, Ovide.....	83	00
" Morency, Joseph.....	96	00	" Lévesque, Joseph.....	83	00
" Pepin dit Lachance, Jcs., pen- sioned March 15, 1902.....	60	42	" Pineau, Benj.....	83	00
" Ruelland, Pierre.....	96	00	" Pelletier, D. F.....	58	00
" Thiviérge, Louis.....	96	00	" " arrears.....	25	00
	1,493	36		586	23
<i>Nine Widows at \$94.</i>			<i>Three Widows at \$69.</i>		
Widow Babin, Damase, died Dec., 19, 1901.....	12	50	Widow Coté, Célestin.....	69	00
" Demers, Edouard.....	94	00	" Lachance, F. X.....	69	00
" Doiron, Eustache.....	94	00	" Turgeon, Edouard.....	69	00
" Fortin, Nicholas.....	94	00		207	00
" Genest, Amable.....	94	00	<i>Three Widows at \$58.</i>		
" Gaudreau, Frs.....	94	00	Widow Dandurand, Jacques, died Nov. 30, 1901.....	4	84
" Lapointe, Joseph.....	94	00	" Dallaire, Nap.....	58	00
" Després, George.....	86	00	" Morency, Guill.....	58	00
" " arrears since 1894.....	27	00		120	84
" Sansterré, Adélar, pensioned November 29, 1901.....	86	67	<i>Five Widows at \$55.</i>		
	776	17	Widow Caron, Fabien.....	55	00
<i>Seven Widows at \$92.</i>			" Côté, Magloire.....	55	00
Widow Bernier, Jos. F. X.....	92	00	" Laroche, Laurent.....	55	00
" Curodeau, Pierre, acc.....	69	00	" McNeil, Thomas, died January 31, 1902.....	13	75
" Crépault, Louis.....	92	00	" Turgeon, Alfred.....	55	00
" Cinq-Mars, David, died Feb. 9, 1902.....	25	30		233	75
" Mercier, Magloire.....	92	00	<i>Children.</i>		
" Roy, Alexis.....	92	00	Child of Boutin, Thos., arrears.....	11	20
" Langlois, Philéas, increased from \$83 to \$92.....	92	00	" " acc.....	13	00
" " arrears.....	17	70	" Couillard, Hilaire, arrears.....	11	20
	572	00	" " acc.....	13	00
<i>Ten Widows at \$86.</i>			" Dugas, Jean.....	26	00
Widow Fournier, Amable.....	86	00	" Dion, Charles, died February 11, 1902.....	7	30
" Dion, Joseph.....	86	00	" Babin, Damase, acc.....	13	00
" Dion, Alfred.....	86	00	" " pensioned Feb. 1, 1902.....	6	50
" Dennis, Glynn.....	86	00	" Asselin, Louis, died January 15, 1902.....	5	45
" Langelier, Fabien.....	86	00	" Chouinard, Charles.....	26	00
" Langlois, Julien.....	86	00	" Forbes, Isaac (2).....	48	00
" Laroche, J. Bte., died April 1, 1902.....	35	84	" Fortin, N., arrears.....	5	60
" Lavoie, A. (L.M.).....	86	00	" " died Jan. 6, 1902.....	5	03
" Noël, Henri.....	86	00	" Giroux, Jean.....	26	00
" Ross, Pierre.....	86	00	" Gobeil, Jean.....	26	00
	809	84	" Langlois, Joseph.....	26	00
			" Noël, François.....	26	00
			" Plante, Joseph.....	26	00
			" Touissant, Pierre.....	26	00
				340	73





SESSIONAL PAPER No. 23

F. X. DION in current account with the Corporation of Pilots of Quebec to December 31, 1902.

Dr.	\$ cts.	Cr.	\$ cts.
To balance of 1901.....	521 88	By expenses pilot boats....\$	641 63
Reserve fund.....	500 00	Less.....	30 31
Pilots' retirement fund.....	1,000 00		
Customs, Montreal.....	54,754 03	Expenses of pilots.....	660 00
" Three Rivers.....	2,686 71	General expenses.....	1,118 68
" Sorel.....	647 63	Less.....	0 80
" Batiscan.....	119 45		
" St. Thomas.....	772 80	Provisions.....	1,325 41
" Tadousac.....	227 99	Less.....	18 24
" Chicoutimi.....	675 47		
" Trois Pistoles.....	184 23	Rent.....	479 13
" Rivière du Loup.....	200 35	Less.....	50 00
Interest, Banque Nationale.....	104 80		
Pilot boat, Hon. Dr. Price.....	775 00	Apprentices' wages.....	165 55
Lost time.....	1,564 34	Seamen's ".....	415 72
Fines.....	320 00	Cooks' ".....	405 55
Pilotage collected at Quebec.....	52,424 93	Indemnity to directors.....	587 13
		" captains.....	290 00
		" Saguenay station.....	250 00
		Pilot boat shares.....	4,000 00
		Interest paid on loans.....	100 00
		Legal advisers.....	197 70
		Insurance.....	110 68
		Pilotage remitted.....	1,315 33
		Salaries of employees.....	1,550 00
		Decayed pilots' fund.....	7,804 44
		Retired pilots' fund.....	2,000 00
		Reserve fund.....	1,000 00
		Dividends.....	92,445 00
		Balance.....	717 01
	117,479 61		117,479 61

F. X. DION,  
*Secretary-Treasurer.*

We, the undersigned, officially appointed to examine the books and accounts of the Corporation of Pilots of Quebec, certify to having found them correct.

THOS. BOISSINOT,  
*Accountant.*

J. G. DUPIL,  
F. X. DELISLE,  
*Auditors.*

QUEBEC, December 31, 1902.

## APPENDIX No. 12.

REPORT OF THE PILOTAGE AUTHORITY OF HALIFAX, N.S., FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.

HALIFAX, N.S., January 16, 1903.

Hon. Minister Marine and Fisheries,  
Ottawa.SIR,—I beg leave to transmit for the information of the department the enclosed  
returns of the Pilotage District of Halifax, N.S., viz:—

Statement receipts and expenditure.

Statement superannuation fund.

Return inwards of British and foreign vessels.

Return outwards of British and foreign vessels.

List of licensed pilots.

List of pensioners.

Respectfully,

Your obedient servant,

J. TAYLOR WOOD,

*Secretary-Treasurer.*

OFFICE OF COMMISSIONERS OF PILOTS,

HALIFAX, N.S., December 31, 1902.

## RECEIPTS AND EXPENDITURE.

DR.	\$ cts.	CR.	\$ cts.
Salary .....	400 00	Balance on hand, Dec. 31, 1901.....	1,289 58
Rent .....	325 00	Outward pilotage.....	1,576 80
Printing, telephone, sundries.....	425 49	Commissions.....	1,601 90
Superannuation .....	2,822 66	Interest.....	783 59
Balance.....	1,316 72	Licenses, bonds, &c.....	238 00
Total.....	5,489 87	Total.....	5,489 87

J. TAYLOR WOOD,

*Secretary-Treasurer.*

E. &amp; O. E.



SESSIONAL PAPER No. 23

SUPERANNUATION FUND.

DR.	\$ cts.	CR.	\$ cts.
Union Bank.....	887 16	Balance, December 31, 1901.....	20,893 83
" special .....	2,000 00	Commissions.....	799 86
Savings Bank.....	7,741 15	Interest.....	783 59
Dominion securities.....	11,947 97	Licenses, bonds &c.....	238 00
		Transferred from general fund.....	1,000 00
			23,715 28
		Less paid pensions.....	1,140 00
Total .....	22,575 28	Total.....	22,575 28

E. O. E.

Examined and found correct.

GEO. MITCHELL, Auditor.

J. TAYLOR WOOD,

Secretary-Treasurer.

OFFICE OF COMMISSIONERS OF PILOTS,

HALIFAX, N.S., December 31, 1902.

RETURN of vessels entered Inwards at the Port of Halifax, N. S., from January 1, 1902, to December 31, 1902, subject to compulsory Pilotage.

BRITISH.

Schooners.	Brigantines.	Barkentines	Barks.	Ships.	Barges.	Steamers.	Tonnage.	Pilot Fees.
60	6	7	2	1	72	586	910,677	\$ . cts. 14,243 80

FOREIGN.

44	.....	3	19	.....	1	130	205,311	3,897 40
----	-------	---	----	-------	---	-----	---------	----------

RETURN of vessels entered Outwards at the Port of Halifax, N.S., from January 1, 1902, to December 31, 1902, subject to compulsory Pilotage.

BRITISH.

Schooners,	Brigantines.	Barkentines	Barks.	Ships.	Barges.	Steamers.	Tonnage.	Pilot Fees.
13	.....	8	2	1	12	515	894,063	\$ . cts. 7,516 10

FOREIGN.

8	3	8	18	.....	1	128	203,734	2,116 75
---	---	---	----	-------	---	-----	---------	----------

J. TAYLOR WOOD, Secretary-Treasurer.

2-3 EDWARD VII., A. 1903

## OFFICE OF COMMISSIONERS OF PILOTS,

HALIFAX, N.S., December 31, 1902.

## LIST of Pilots, Port of Halifax.

No.	Name.	Residence.	Age.	Remarks.
1				
2				
3	James Holland	Duncan's Cove	66	
4	William Baker	Halifax	47	
5	Lawrence Hayes	Herring Cove	24	2nd class certificate.
6	Frank Thomas	"	27	"
7	Bernard Brackett	"	23	"
8	William Hayes	"	28	
9				
10				
11	Edward Byers	Halifax	61	
12	James Hanrhan	Ferguson's Cove	65	
13	William Beazley	Halifax "	62	
14	John Hayes	Halifax	52	
15	James Spears	"	44	
16	John F. Beazley	"	42	
17	William Gorman	Herring Cove	28	
18	Charles F. Martin	Halifax	37	
19	William White	Ferguson's Cove	45	
20	Thomas Hayes	Halifax	43	
21	Thomas Reno	Herring Cove	42	
22	Frank Mackey	Halifax	30	
23	Henry Latter	"	38	
24				
25				
26	James Fleming	Halifax	63	

## LIST of Persons on the Pension Roll.

Name.	Age.	Residence.	Amount of Pension allowance.
John Fleming	89	Ketch Harbour	\$150
Patrick Hayes	80	Herring Cove	150
Bernard Gallagher	77	Halifax	150
Joseph Reno	76	Herring Cove	150
Jeremiah Holland	70	Duncan's Cove	150
Hugh Monroe	67	Halifax	150 com. Jan. 1, 1903
Mrs. L. Nickerson	68	Sambro	30
Mrs. Mary Smith	66	Halifax	30
Mrs. Mary Glazebrooke	57	"	30
Mrs. Charles Martin	70	"	30
Mrs. Daniel Martin	44	"	30
Mrs. John Johnson	70	Bear Cove	30
Thomas Martin	16	Halifax	15
Elizabeth Martin	10	"	15
Barbara Martin	9	"	15
Catherine Martin	7	"	15
Mary Glazebrook	13	"	15
Charles Glazebrook	11	"	15
			\$1,170

J. TAYLOR WOOD,  
Secretary-Treasurer.

# APPENDIX No. 13.

## REPORT OF THE PILOTAGE AUTHORITY OF PICTOU, N.S., FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

PICTOU, N.S., February, 1, 1903.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—Enclosed you will please find pilotage returns for the Port of Pictou, N. S.,  
for the season ended 1902

I am, sir,  
Your obedient servant,

DODD DWYER,  
*Secretary.*

### TOTAL amount received for Pilotage dues, season 1902.

	\$ cts.	\$ cts.
Amount received for pilotage dues for season :—		
Received from steamships.....	3,229 83	
" " sailing ships.....	453 67	3,683 50
Of this amount—		
Received from British ships.....	932 94	
" " foreign ships.....	2,750 56	3,683 50

Certified

A. B. BÉLANGER,  
*Master s.s. Compana.*

### EARNINGS of Pilots for 1902.

	Name.	Age	\$ cts.	\$ cts.
1	James Fraser .....	71	39 00	
2	Wm. A. Cooke.....	64	254 35	
3	Chas. A. Cooke.....	54	644 89	
4	Geo. W. Powell.....	51	343 96	
5	Dan. S. Smith....	51	592 00	
6	Angus Smith.....	45	976 00	
7	McGregor Fraser .....	34	756 30	3,606 50



2-3 EDWARD VII., A. 1903

RECEIPTS and Expenditure of all Moneys received by or on behalf of the Pilotage Authority, in respect of Pilots or Pilotage.

RECEIPTS.		\$	cts.	\$	cts.
Received pilotage as per statement.....		3,683	50		
" from seven pilots renewed bonds.....			7 00		
" " Capt. Belanger.....			40 00		
Balance due secretary.....			149 50		
					3,880 00
EXPENDITURE.		\$	cts.	\$	cts.
Paid pilots for pilotage.....		3,606	50		
" secretary, salary.....			200 00		
Balance due 1901.....			73 50		
					3,880 00

C. DWYER,  
JOSEPH FOSTER,  
WILLIAM FRASER,  
H. McKENZIE,  
JOHN R. DAVIS,

DODD DWYER,  
Secretary.

Pilot Commissioners, Port of Pictou, N. S.

# APPENDIX No. 14.

## REPORT OF THE PILOTAGE AUTHORITY OF SYDNEY, N.S., FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

NORTH SYDNEY, N.S.,

FEBRUARY, 14, 1903.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa, Canada.

DEAR SIR,—I beg to wait on you with returns in connection with the Pilotage Authority, district of Sydney, for the year ended December 31, 1902, showing :—

Balance due per account.....	\$ 545 17
Amount on interest.....	2,500 00
	<hr/>
	\$ 3,045 17

Which I trust will be found correct.

Your obedient servant,

DANIEL McLEAN,  
*Secretary.*

### NORTH SYDNEY.

	Number.	Tonnage.
British steamers.....	185	140,296
Foreign ".....	56	60,313
British sailing vessels.....	41	9,734
Foreign ".....	17	11,269
Relief fund.....	14	2,460
	<hr/>	<hr/>
	313	224,072

### PILOTAGE RECEIVED.

From British vessels.....	\$ 4,135 50
" foreign ".....	2,118 50
Relief fund.....	47 00
	<hr/>
	\$ 6,301 00

2-3 EDWARD VII., A. 1903

## INTERNATIONAL PIER.

	Number.	Tonnage.
British steamers.....	151	273,056
Foreign ".....	195	357,560
British sailing vessels.....	5	696
Foreign ".....	6	15,563
Relief fund.....	357	646,875

## PILOTAGE RECEIVED.

From British vessels.....	\$ 7,666 00
" foreign ".....	10,340 50
" relief fund.....	54 00
	\$ 18,060 50

## SYDNEY.

	Number.	Tonnage.
British steamers.....	63	128,699
Foreign ".....	183	196,703
British sailing vessels.....	12	22,819
Foreign ".....	8	10,981
Relief fund.....	3	379
	269	339,581

## PILOTAGE RECEIVED.

From British vessels.....	\$ 3,833 50
" foreign ".....	6,510 50
" relief fund.....	10 50
	\$ 10,354 50
LESS rebate as per June sheet, Sydney.....	39 00
	\$ 10,315 50

## RECAPITULATION.

Port.	Number of Vessels.	Tonnage.	Amount.
			\$ cts.
North Sydney.....	313	224,072	6,301 00
International.....	357	646,875	18,060 50
Sydney.....	269	339,581	10,354 50
	939	1,210,528	34,716 00
LESS rebate as per June sheet, Sydney.....			39 00
			34,677 00



CR.

1902.		\$	cts.		\$	cts.
To paid total pilotage.....	\$34,677	00		By total pilotage per return.....	34,677	00
LESS—Relief.....	111	50		Masters licensed.....	1,000	00
	34,565	50		Balance on hand.....	241	70
LESS—Commission..	1,728	27		Interest.....	35	00
			32,837 23	Amount on interest.....	2,500	00
Three collectors, sec'y., and treasurer.....			1,400 00			
Head collector office.....			100 00			
Expenses five commissions.....			500 00			
Books, printing and stationery.....			25 70			
Telephone, telegrams and sundries.....			28 10			
Bank charges, drafts.....			12 50			
Relief per statement .....			505 00			
Amount on interest.....			2,500 00			
Balance carried down.....			545 17			
					38,453	70
				December 31, 1902.		
				By balance brought down.....	545	17
				Amount on interest.....	2,500	00
			38,453 70			3,045 17

### STATEMENT of Relief.

Date.	Name.	Amount.
1902.		\$ cts.
Feb. 14.	Widow Madore.	20 00
April 4.	Maurice Doyle.	20 00
" 17.	Widow Madore.	20 00
June 12.	Catherine McGillvary.	15 00
" 16.	Isabell McGillvary.	15 00
July 14.	Mary Petrie.	15 00
" 14.	Fannily Doyle.	10 00
" 30.	Mary Petrie.	15 00
" 30.	Mrs. James Petrie.	15 00
Sept. 3.	Mrs. J. B. Brown.	15 00
" 26.	Isabell McGillvary.	15 00
Oct. 14.	Mrs. J. H. Brown.	15 00
" 14.	Maurice Doyle.	30 00
Nov. 24.	Margaret Petrie.	30 00
Dec. 23.	Catherine McGillvary.	15 00
" 23.	Mrs. McInnis.	30 00
	Mrs. Carroll.	30 00
	Widow Daley.	30 00
	Pilot Angus McNeil.	50 00
	" George Townsend.	50 00
	" William Ratchford.	50 00
		\$505 00

2-3 EDWARD VII., A. 1903

## MASTERS LICENSED.

No.	Name.	Vessel.	Class.	Amount.
				\$ cts.
1	J. Reid.....	Cape Breton..	Steamer...	100 00
2	D. C. Fraser.....	Bonavista...	" ..	100 00
3	W. H. Gould.....	Louisburg....	" ..	100 00
4	H. Holmes.....	Goban.....	" ..	100 00
5	M. Flirian.....	Grandee.....	Barge ..	100 00
6	A. Acker.....	Rembrandt....	" ..	100 00
7	D. A. Scott.....	Harlaw.....	Steamer..	100 00
8	A. Meikle.....	Wobun.....	" ..	100 00
9	D. McDonald.....	Cacouna.....	" ..	100 00
	Goban omitted last year.....			100 00
				1,000 00

## EARNINGS of Pilots and Apprentices for Year Ended Dec. 1902.

No.	Name.	Amount paid.	No.	Name.	Amount paid.
		\$ cts.			\$ cts.
1	Cann, John.....	1,026 16	26	Langille, William.....	1,026 16
2	Mullins, John.....	1,026 16	27	Rudderham, Thomas.....	1,026 16
3	Ratchford, Andrew.....	1,026 16	28	McGilvray, Vincent.....	1,026 16
4	Fraser, John.....	1,026 16	29	Curran, Michael.....	1,026 16
5	McGilvray, Jas. D.....	1,026 16		APPRENTICES.	
6	Carroll, John.....	1,026 16	1	Carroll, Louis.....	513 10
7	Brown, George B.....	1,026 16	2	Ratchford, Herbert.....	513 10
8	Connell, Laurence.....	1,026 16	3	Mahon, John.....	513 10
9	Carroll, James.....	1,026 16	4	Petrie, Edmond.....	513 10
10	Petrie, Daniel.....	1,026 16	5	Spencer George.....	513 10
11	McNeil, John.....	1,026 16	6	Burke, Thomas.....	513 09
12	Shanahan, James.....	1,026 16			\$ 32,637 23
13	Brown, William.....	1,026 16		REMARKS.	
14	Ratchford, Thomas.....	1,026 16		Grand total.....	\$ 34,677 00
15	McGilvray, John B.....	1,026 15		Relief.....	111 50
16	Ling, Laurence.....	1,026 16			34,565 50
17	Fraser, James.....	1,026 16		Five per cent Com..	1,728 00
18	McNeil, Thomas.....	1,026 16		Total.....	\$ 32,837 23
19	Laffin, John T.....	1,026 19			
20	Roberts, Thomas.....	1,026 16			
21	Erown, Joseph.....	1,026 16			
22	Mullins, Bernard.....	1,026 16			
23	McInnis, Daniel A.....	1,026 16			
24	Cann, Everett D.....	1,026 16			
25	Handrigan, Walter.....	1,026 16			

(Signed) A. GANNON,  
Head Collector.







## SESSIONAL PAPER No. 23

## HUGH RUDOLPH, PILOT, LISCOMB.

Sept. 1.	Sydney.....	Barque.....	Georgoren.....	Russian.....	274	Carl England.....	8 00	9 00	17 00
" 23.	Louisburg.....	Steamship..	Briardene.....	British.....	1,654	J. Crow.....	14 66	16 66	31 32
Oct. 16.	Bermuda.....	Barquentine	Wamas.....	Russia.....	315	J. J. Moor.....	9 00	10 00	19 00
Nov. 23.	Louisburg.....	Steamship..	Briardene.....	British.....	1,654	J. Crow.....	14 66	16 66	31 32
									98 64

## HENRY LANG, PILOT, LISCOMB.

April 22.	Christiania.....	Barque.....	Charlotte Padberg.....	Norway.....	589	A. Munsen.....	12 00	14 00	26 00
June 8.	Sherbrooke.....	"	Mark Twain.....	"	700	Jeyesen.....	13 00	15 00	28 00
Oct. 2.	New York.....	Steamship..	Dianna.....	"	703	Salty.....	9 50	11 50	21 00
									75 00

WM. PRIDE,  
*Secretary.*

2-3 EDWARD VII., A. 1903

## APPENDIX No. 16.

REPORT OF THE PILOTAGE AUTHORITY FOR THE COUNTY OF RICHMOND, N.S., FOR THE CALENDAR YEAR ENDED  
DECEMBER 31, 1902.

ARICHAT, February 2, 1903.

F. GOURDEAU,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—Enclosed please find a list of the names and number of vessels piloted in the port of Arichat by pilot No. 5, John Gayatch.

British barquentine *Culdoon*, 373 tons.

“ “ *M. Turnbolt*, 242 tons.

“ “ *Fanny Brestram*, 263 tons.

Newfoundland schooner, *Percy Brestram*, 175 tons.

British steamer, *Roseline*, 1,633 tons.

There was only one pilot last year, but there will be two for next year out of this port.

Yours truly,

ISIDORE LE BLANC,  
*Secretary of the Pilotage Commission.*

## APPENDIX No. 17.

REPORT OF THE PILOTAGE AUTHORITY OF TIDNISH AND NORTH-PORT, N.S., FOR THE CALENDAR YEAR ENDED  
DECEMBER, 31, 1902.

AMHERST SHORE, January 9, 1903.

F. GOURDEAU,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—There are three licensed pilots in this district : Robert McClosky, aged 59 ; Ferguson Brownell, aged 45 ; Warren Allen, aged 47, licensed to pilot in the pilotage district of Tidnish and Northport. The rate of pilotage dues is \$1 per foot, inward and outward. The total amount received for pilotage dues for the year 1902 was \$244, all from foreign ships. The pilots received the dues less 5 per cent for collection.

I am, sir, your obedient servant,

BURPEE ROCKWELL,  
*Secretary Pilotage Commission, Tidnish and Northport.*



## APPENDIX No. 18.

REPORT OF THE PILOTAGE AUTHORITY OF PARRSBORO, N.S., FOR  
THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

Pilotage returns for the district of Parrsboro, N.S., for the year 1901 1902 :—

Amount of pilotage fees collected for the year was as follows, viz :—

6 British vessels paid.....	\$348 50
2 Foreign " " .....	86 75
Licensed Pilots, Port of Parrsboro, N.S. ....	<u>\$435 25</u>

*Cr.*

Paid pilot Robert Anderson.....	\$345 06
" James George.....	56 73
Office contingencies.....	15 00
Secretary for salary.....	18 46
	<u>\$435 25</u>

## LICENSED PILOTS.

Name.	Age.	Remarks.
Robert Anderson.....	49	Licensed for full district.
James George.....	62	" " "
George E. Pettis .....	64	" " "
Baxter McLellan.....	44	" Spencer's Island N.S., only.
J. Ephraim Morris.....	40	" Advocate N.S., only.

*Pilotage non-compulsory.*

The rates are the same as list sent in 1900.

E. GILLESPIE,  
*Secretary Parrsboro' Pilotage Authority.*

# APPENDIX No. 19.

## REPORT OF THE PILOTAGE AUTHORITY OF PUGWASH, N.S., FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

PUGWASH, N.S., January 1, 1903.

F. GOURDEAU, Esq.  
Deputy Minister of Marine and Fisheries.  
Ottawa.

SIR,—I beg to forward to you pilotage returns of Pilotage Authority for this port,  
for the year ended December 31, 1902.

I am, sir,  
Your obedient servant,

ELIAS KING.  
*Secretary of Pilotage Commissioners.*

### LICENSED PILOTS.

Name.	Number.	Age.
Neil McIver.....	1	43
Clarence E. Reid.....	2	49
George M. Cooper.....	3	52
George Heather.....	4	58
John Seaman, licensed for one year 1902.....	5	68
Andrew Seaman.....	6	60
Alfred Seaman.....	7	24

8 steamships (foreign) and 1 (British) s. ship entered this port during this season of 1902, also a number of schooners paying pilotage.

### STEAMSHIPS.

Names of steamships.	Tons.	Nationality.	Pilotage Paid.
			\$
Lyng .....	800	Norwegian.	38 00
Marion.....	1,218	British.	40 00
Headway.....	1,540	German.	40 00
Russ.....	1,573	Danish.	40 00
John Christie.....	1,050	Norwegian.	40 00
Russ, same as above.....	1,573	Danish.	40 00
John Christie, 2nd time.....	1,050	Norwegian.	40 00
Confidenza.....	1,600	Italian.	40 00
Headway, 2nd time.....	1,540	German.	40 00
Total .....	11,944		358 00

SESSIONAL PAPER No. 23

## BARQUES.

Name of barques.	Tons.	Dues.
		\$
Poymland .....	671	34 00
P. E. Paterson.....	621	34 00
Sygrad.....	545	32 00
Total.....	1,837	100 00
Schooners, pilotage total.....	\$ 50 00	
Total amount of pilotage dues for 1902.....	458 00	
Sum total.....	\$ 508 00	

Each pilot is paid when his duty is properly done. There is no pilotage fund in this district ; no accident of the slightest kind has happened here this year to any vessel.

ELIAS KING,  
*Secretary of Commissioners.*



## APPENDIX No. 20.

REPORT OF THE PILOTAGE AUTHORITY OF ST. JOHN, N.B., FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.

OFFICE OF PILOTAGE AUTHORITY,

DISTRICT OF ST. JOHN, N.B., January 8, 1903.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—Enclosed herewith please find the annual returns for pilotage for this district for the year ended December 31, 1902, which I trust you will find in order.

I have the honour to be, sir,  
Your obedient servant,

J. U. THOMAS,  
*Secretary St. John Pilot Commissioners.*

## STATEMENT of Receipts and Expenditure for year ended December 31, 1902.

INCOME ACCOUNT.		\$	cts.	\$	cts.
Receipts—					
Licenses to 26 pilots at \$5 .....		130	00		
" 7 boats at \$10.....		70	00		
				200	00
25 cents per foot on outward pilotage from port of St. John to date .....		2,130	36		
25 " " " " Musquash to date.....		10	00		
				2,140	36
				2,340	36
Expenditure—					
Sundries .....		12	00		
J. & A. McMillan, stationery .....		19	43		
Auditing accounts for 1901 .....		25	00		
Office rent, one year to November 1, 1902 .....		100	00		
Salary, Secretary-Treasurer, one year to date.....		1,000	00		
				1,156	43
Amount transferred to Pilot Fund Account.....				1,183	93
				2,340	36

J. U. THOMAS,  
*Secretary.*

## SESSIONAL PAPER No. 23

## STATEMENT of Pilot Fund Account for the year ended December 31, 1902.

PILOT FUND ACCOUNT.		\$ cts.	\$ cts.
DR.			
To pensions paid 3 pilots.....	628 13		
" 9 widows and children.....	1,087 50		1,715 63
To funeral expenses of pilot.....			20 00
To balance.....			9,885 63
			11,621 26
CR.			
By balance, December 31, 1901.....			10,155 06
Interest on Dominion Savings Bank deposit, 12 months to July 1, 1902:—			
Per Pass Book No. 744.....	140 25		
" No. 10260.....	142 02		
			282 27
Amount from income account.....			1,183 93
			11,621 26
By balance to credit of Pilot Fund Account, December 31, 1902. ....			9,885 63

J. U. THOMAS,  
Secretary.

STATEMENT of Finances of the St. John Pilot Commissioners, as per audit  
December 31, 1902.

INVESTMENT ACCOUNT.		\$ cts.	\$ cts.
On deposit in Dominion Savings Bank, per Pass Book, No. 744.....	4,815 56		
" " " " No. 10260.....	4,876 44		9,692 00
Current Account.			
On deposit in Bank of New Brunswick.....			193 63
			9,885 63

J. U. THOMAS,  
Secretary.

2-3 EDWARD VII., A. 1903

## PILOTS' individual earnings for the year 1902.

	\$	cts.	\$	cts.
Total amount of pilotage received.....	34,865	99		
LESS—25 cents per foot from outward pilotage for office expenses, Pilot Fund, &c.....	2,130	36		
			32,735	63
<i>Contra.</i>				
Bennett, James.....	1,558	85		
Cline, Richard.....	1,101	95		
Cline, Richard B.....	987	43		
Cline, Alfred.....	323	25		
Conlin, Patrick.....	24	00		
Doyle, James.....	2,570	27		
Doherty, Joseph.....	2,574	57		
Daley, Charles.....	671	31		
Lahey, William.....	1,369	40		
Lahey, Frank L.....	1,869	95		
Mantle, James E.....	674	25		
Miller, James E.....	1,588	05		
Murray, William.....	1,353	80		
Quinn, William.....	1,672	85		
Rogers, Bart.....	926	75		
Reed, James.....	446	75		
Spears, Henry.....	2,069	11		
Spears, Martin.....	1,240	45		
Spears, James S.....	525	55		
Scott, William.....	925	90		
Scott, Richard.....	309	50		
Stone, Thomas J.....	1,655	57		
Sherrard, John L. C.....	897	63		
Thomas, John S.....	1,929	07		
Thomas, Robert.....	1,058	80		
Traynor, Thomas.....	2,410	62		
			32,735	63

## RETURN of Vessels arriving at Port of St. John, N.B. (subject to Pilotage) for the year ending December 31, 1902.

	British.	Foreign.	Total.
Schooners.....	133	164	297
Brigs and brigantines.....	1	1	2
Barques and barquentines.....	18	20	38
Ships.....	2	4	6
Steamers.....	217	38	255
	371	227	598
Amount of pilotage received.....	26,918 99	7,947 00	34,865 99



## SESSIONAL PAPER No. 23

## LICENSED Pilots, Port of St. John, N.B., for the year 1901-1902.

Name.	Age.	Residence.	Remarks.
Bennett, James.....	45	St. John, N.B.....	
Cline, Richard.....	77	" .....	
Cline, Richard B.....	32	" .....	
Cline, Alfred.....	45	" .....	
Conlin, Patrick .....	52	" .....	
Doyle, James.....	65	" .....	
Doherty, Joseph.....	56	" .....	
Daley, Charles.....	66	" .....	
Lahey, William.....	73	" .....	
Lahey, Frank L.....	31	" .....	
Mantle, James E.....	56	" .....	
Murray, William.....	28	" .....	
Miller, James H.....	25	" .....	
Quinn, William.....	55	" .....	
Rogers, Bart .....	45	" .....	
Reed, James.....	56	" .....	
Spears, Henry.....	51	" .....	
Spears, Martin.....	45	" .....	
Spears, James S.....	57	" .....	
Scott, William.....	46	" .....	
Scott, Richard.....	51	" .....	
Stone, Thomas J.....	49	" .....	
Sherrard, John L. C.....	68	" .....	
Thomas, John S.....	54	" .....	
Thomas, Robert.....	61	" .....	
Traynor, Thomas.....	49	" .....	
McAnulty, John.....	64	Musquash, N.B.....	Licensed for Musquash only.

J. U. THOMAS,  
Secretary.

APPENDIX No. 21.  
REPORT OF THE PILOTAGE AUTHORITY OF BATHURST, N.B., FOR THE CALENDAR YEAR ENDED,  
DECEMBER 31, 1902.

Pilo'age returns for the Pilotage District of Bathurst, N.B., Season 1902.

Pilots.	BRITISH VESSELS.				FOREIGN VESSELS.				Grand Total.	Disbursements.	
	Inwards.		Outwards.		Inwards.	Outwards.		Total.		To whom.	Amount.
	No.	Amount.	No.	Amount.							
						No.	Amount.				
	\$	cts.	\$	cts.	\$	cts.	\$	cts.		\$	cts.
Fred Ronalds.....	7	185 04	7	103 60	12	214 66	12	184 00	398 66	Fred Ronalds.....	153 29
Nazaire Hachey.....										Nazaire Hachey.....	144 33
Wm. H. Daly.....										Wm. H. Daly.....	355 30
										Commissioners and Secretary.....	34 38
											687 30

Pilotage rates—  
Inside bar, inwards, \$1.00, outwards, \$1.20.  
Outside bar, " 80c, outwards, \$1.00.  
Steamers 1c. per ton inwards and outwards extra.  
Received from pilots for licenses, \$3.  
Paid boat inspectors, \$3.

Commissioners—  
JOHN E. O'BRIEN, Chairman.  
P. J. BURNS,  
SAMUEL MELANCON,  
THOS. LEAHY,  
FRANCIS CURRAN.  
  
J. H. STEWART,  
Secretary.

SESSIONAL PAPER No. 23

## APPENDIX No 22.

REPORT OF THE PILOTAGE AUTHORITY OF BUCTOUCHE, N.B., FOR  
THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

BUCTOUCHE, N.B., January 14, 1903.

F. GOURDEAU, Esq.

Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I herewith transmit report of Buctouche Pilotage Authority for the year 1902.  
Foreign shipping from this port has declined to one or two vessels annually for several years past.

Your obedient servant,

JOHN C. ROSS,

*Secretary of Buctouche Pilotage Authority.*

PILOTAGE returns, district of Buctouche, province of New Brunswick, for the year 1901. Act 36 Vic., cap. 56, sec. 24.

1st. Names and ages of pilots licensed :—Joseph Crossman, age 50 years ; Joseph Bellisle, age 46 years.

2nd. The above pilots are licensed to undertake the pilotage of vessels of every description within and throughout the pilotage district of Buctouche.

3rd. Pilotage dues are charged as per section 12 of rules and regulations for the district, viz: One dollar and fifty cents per foot draught of water, both inward and outwards bound.

4th. Total amount of pilotage dues paid, \$80.50. Of this amount \$74 was paid by one foreign vessel (Norwegiau), making two voyages during season, and the only one liable to pilotage under the regulations, while \$6.50 was paid by schooners (British), by which employment of pilot was optional.

5th. The pilotage dues as above were paid to the pilots who performed their duties as such to the respective vessels.

6th. No new pilotage licenses were issued nor licenses exacted for boats during the year, nor were any expenses incurred by the pilotage authority.

JOHN C. ROSS,

*Secretary of Buctouche Pilotage Authority.*

BUCTOUCHE, N.B., January 14, 1903.



## APPENDIX No. 23.

REPORT OF THE PILOTAGE AUTHORITY OF KENT COUNTY, N.B., FOR  
THE YEAR ENDED DECEMBER 31, 1902.

REXTON, KENT COUNTY, N.B., December 15, 1902.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

Annual report of Pilot Commissioners of the port of Richibucto, N.B., viz.—The commissioners and pilots of the port of Richibucto, N.B., held their annual meeting in the office of W. J. Brait, Esq., Rexton, Kent Co., March 29, 1902. The following pilots were granted licenses for the season of 1902, William Irving, James W. Long, Albert Long and John A. Curwen. No casualties reported.

The bar being in same position as last season with four inches less water, say 9 feet 8 inches at L.W.B.S., 15 vessels of 6,458 tons register have loaded and sailed foreign from this port this season, and 210 schooners coastwise of 15,500 tons register. The channel near the end of the breakwater has been worse this season than previous years, vessels could not load deeper than 13 feet at extra spring tides, and several vessels were detained for water to cross the bar. The last vessel of the season loading for England Norwegian bark *Zemach* had to sail one third short of cargo, having been detained till December getting over the bar. Two hundred and ten schooners have loaded here this season mostly drawing 13 feet; could only cross over the bar at high water spring tides and smooth sea. Several of these vessels having struck on bar towing out, consequently captains object to loading here, and shippers have to pay extra freight to get vessels to load at this port.

Your humble servant,

JAMES GORDON,  
*Secretary to Commissioners.*

SESSIONAL PAPER No. 23

## APPENDIX No. 24.

REPORT OF THE PILOTAGE AUTHORITY OF CARAQUET, N.B., FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.

CARAQUET, December 26, 1902.

The Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I beg to inclose statements of the pilotage received in the Pilotage District of Caraquet during the year 1902, and of the secretary's account with the Pilot Commissioners for the same year.

I have the honour, to be, sir,  
Your obedient servant,

PHILIP RIVE,  
*Secretary to Pilot Commissioners.*

## STATEMENT of Pilotage paid during year 1902, in the Pilotage District of Caraquet, N.B.

Name of Vessels.	Nationality.	Rig.	Tonnage.	Date of Arrival.	Name of Pilot Inward.	Date of Sailing.	Name of Pilot Outwards.	Amount of Pilotage.
								\$ cts.
Alliance.....	British..	Schooner....	99	May 6.	Charles Vibert..	May 20.	Charles Vibert	22 00
Resolute.....	"	" .....	63	Sept. 6.	" " ..	Oct. 11.	" "	18 00
Alliance.....	"	" .....	99	Oct. 3.	" " ..	Nov. 5.	" "	23 00
Herbernica.....	"	Brigantine..	147	" 3.	" " ..	" 13.	" "	24 40
Mary Glaasen..	"	" .....	180	" 16.	" " ..	" 14.	" "	23 20
								110 60

## STATEMENT of Philip Rive, Secretary, in account with Pilot Commissioners.

DR.	1902.
To Cash received of Xavier Poulin, boat license fee.....	\$ 1 00
" " " Charles Vibert, " " .....	1 00
" " " Alex. J. Wilson, " " .....	1 00
" " " Joseph Cheasson " " .....	1 00
" " " Onésime Blanchard, pilot license, .....	4 00
	\$ 8 00
CR.	
By postage and stationery.....	\$ 1 00
" salary.....	7 00
	\$ 8 00

PHILIP RIVE,  
*Secretary to Pilot Commissioners.*

CARAQUET, December 26, 1902.

## APPENDIX No. 25.

## REPORT OF THE PILOTAGE AUTHORITY OF THE COUNTY OF CHARLOTTE, N.B., FOR THE YEAR ENDED DECEMBER 31, 1902.

ST. ANDREWS, December 31, 1902.

Pilotage returns for the district of the county of Charlotte, province of New Brunswick, for the year 1902 :—

## Pilots acting—

Wellington Cline, parish of West Isle, 61 years of age.

Joseph Boyd, parish of Campobello, 67 years of age.

## Licenses to pilot boats—

Schooner *Cruso*, 10 tons register ; Joseph Boyd, master.

## Licenses to pilots—

Joseph Boyd, parish of Campobello, 67 years of age.

## Amounts of pilotage collected by pilots—

British vessels, \$242.60 ; foreign vessels, \$125.40—\$368.

## Description of vessels piloted—

British, 6 schooners, 1 barque, tonnage ..... 2,794

Foreign, 4 schooners, tonnage ..... 1,044

## Receipts by pilotage authority—

License to 1 pilot boat ..... \$5 00 3,838

" " ..... 6 00

## Charges—

Postage and stationery ..... \$1 00 \$11 00

Commissioner and Secretary, St. Andrews ..... 10 00

—\$11 00

C. S. O. HATHEWAY,  
Commissioner and Acting Secretary.

## RATES OF PILOTAGE IN THE DISTRICT.

Longest pilotage distance, inwards and outwards, \$2.25 per ft. draught of water.

Second " " 1.60 " "

Third " " 1.50 " "

From or to Campobello, 20 cts. per foot less than above rates.

Fourth pilotage distance, inwards or outwards, \$1 per foot draught of water.

From November 1 to April, 20 cts. per foot in addition to above rates.

To or from St. Andrew's harbour to ballast ground, vessels 80 tons and under 300 tons \$2.50 each ; vessels 300 tons and upward, \$3 each.

Removing a vessel from one loading place or harbour to any other loading place or harbour inside St. Andrew's Bay : vessels 80 tons up to 200 tons, \$4 ; over 200 tons and up to 300 tons, \$5 ; over 300 tons and up to 400 tons, \$6 ; exceeding 400, \$8 each.

Removing a vessel from any loading place inside St. Andrew's Bay to any harbour or loading place outside St. Andrew's Bay and within the district pilotage, inwards or outwards : vessels 80 tons and under 200 tons, \$6 ; 200 and 300 tons, \$8 ; 300 and under 400 tons, \$10 ; 400 tons and upwards, \$12.



SESSIONAL PAPER No. 23

## APPENDIX No. 26.

## REPORT OF THE PILOTAGE AUTHORITY FOR THE DISTRICT OF MIRAMICHI, N.B., FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

PILOTAGE COMMISSIONERS' OFFICE,  
NEWCASTLE, MIRAMICHI, N.B., January 3, 1903.

The Deputy Minister of Marine and Fisheries,  
Ottawa, Canada.

SIR,—Inclosed herein you will please find the pilotage returns of the district of Miramichi, N.B., for the year ended December 31, 1902.

I have the honour to be, sir,  
Your obedient servant,

R. R. CALL,  
*Secretary-Treasurer to Pilotage Commissioners.*

PILOTAGE returns for the Pilotage District of Miramichi, N.B., for year ended  
December 31, 1902.

Class of Vessel.	No.	Total.
<b>Vessels reported inwards—</b>		
British steamers.....	32	127
" sailing vessels.....	29	
Foreign steamers.....	18	
" sailing vessels.....	48	
<b>Vessels reported outwards—</b>		
British steamers.....	32	125
" sailing vessels.....	27	
Foreign steamers.....	18	
" sailing vessels.....	48	
<b>Vessels removed—</b>		
British steamers.....	16	47
" sailing vessels.....	1	
Foreign steamers.....	15	
" sailing vessels.....	15	

J. C. MILLER,  
*Chairman.*

R. R. CALL,  
*Secretary-Treasurer to Pilotage Commissioners.*

2-3 EDWARD VII., A. 1903

**PILOTAGE Returns for the Pilotage District of Miramichi, N.B., for the year ended  
December 31, 1902.**

Class of vessel.	Amount.	Total-
	\$ cts.	\$ cts.
<b>Total amount of pilotage inwards—</b>		
British steamers.....	1,884 86	
" sailing vessels .....	542 27	
Foreign steamers.....	1,015 64	
" sailing vessels .....	1,316 36	4,759 13
<b>Total amount of pilotage outwards—</b>		
British steamers.....	2,218 98	
" sailing vessels .....	583 00	
Foreign steamers.....	1,244 12	
" sailing vessels .....	1,807 50	5,853 60
<b>Total amount of removals—</b>		
British steamers.....	147 55	
" sailing vessels .....	6 00	
Foreign steamers.....	148 00	
" sailing vessels.....	116 00	417 55
		<b>\$11,030 28</b>

R. R. CALL,

*Secretary-Treasurer to Pilotage Commissioners.*

J. C. MILLER,

*Chairman.*

**RATES of Pilotage chargeable at Miramichi, N.B., on all vessels, British and Foreign,  
for the year ended December, 31, 1902.**

When inward bound.....	\$2.25 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam.....	2c. per reg. ton.
When outward bound.....	\$2 per foot.
And in addition to the above for all vessels propelled wholly or in part by steam.....	2c. per reg. ton.
For the removal and mooring of vessels over 300 tons.....	\$4.
And where the distance of removal exceeds four miles, fifty per cent additional on the above rate. Removals within a distance of one mile are not compulsory, but when the pilots are requested by captains to perform the service the charge is.....	\$4.
Steam tug boats towing one or more coal barges with cargo inwards may depart outwards after having paid full pilotage for the tug and barges inwards, without paying any outward pilotage except on the tug.....	

**NATIONALITY of Vessels piloted Inwards during the year 1902.**

	No.		No.
American.....	5	German.....	2
Austrian.....	1	Italian.....	6
British.....	61	Norwegian.....	45
Danish.....	1	Spanish.....	1
Dutch.....	1	Swedish.....	4
<b>Total vessels piloted.....</b>			<b>127</b>

R. R. CALL,

*Secretary-Treasurer to Pilotage Commissioners.*

J. C. MILLER,

*Chairman.*

## SESSIONAL PAPER No. 23

PILOTAGE Returns for the Pilotage District of Miramichi, N.B., for the year ended  
December 31, 1902.

No.	Name.	Age.	For what service.	Remarks.
2	Louis Jimmo .....	48	Full license.....	
6	Francis Martin.....	68	" .....	
7	Maxime Martin.....	56	" .....	
9	Angus McLean.....	69	" .....	
10	Alex. Wilson .....	56	" .....	
11	Robt. J. Walls.....	51	" .....	
22	Wm. Walls, sr.....	48	" .....	
26	John McCallum.....	50	" .....	
27	James Nowlan.....	51	" .....	
28	Dudley P. Walls.....	56	" .....	
29	George Sutton.....	51	" .....	
30	James A. Nowlan.....	47	" .....	
31	George T. Tait.....	45	" .....	
32	Joseph Jimmo.....	47	" .....	
33	James McCallum .....	58	" .....	
35	John Martin.....	43	" .....	
36	Asa Walls.....	43	" .....	
37	Wm. Walls, jr .....	45	" .....	
38	John Nowlan.....	46	" .....	
39	Patrick Nowlan.....	43	" .....	
41	Michael J. Jimmo.....	35	" .....	
42	George M. Nolan.....	46	" .....	
43	Christopher C. McLean.....	55	" .....	
44	George Savoy.....	58	" .....	

## List of pilot boats licensed.

No.	Names of boats.	Tonnage.	Captains.	First Licensed.
15	<i>Princess Louise</i> .....	20 85	Asa Walls .....	May, 1879.....
16	<i>Senator Snowball</i> .....	30 95	Jas. A. Nowlan.....	" 1897.....
17	<i>Mabel</i> .....	22	Geo. Savoy .....	" 1900 .....

R. R. CALL,

*Secretary-Treasurer to Pilotage Commissioners.*

J. C. MILLER,  
*Chairman.*



2-3 EDWARD VII., A. 1903

## The Miramichi Pilots in account with R. R. Call, Secretary-Treasurer.

1902.	DR.	\$	cts.
June 5.	To paid R. J. Walls, prem. insurance on seine.....	9	00
" 18.	J. B. Snowball & Co., account sch. <i>Senator Snowball</i> .....	22	46
" 18.	J. B. Snowball & Co., account sch. <i>Princess Louise</i> .....	14	15
" 18.	George Stothart, " " ".....	9	56
" 18.	Asa Walls, fitting out " " ".....	40	00
" 18.	George Stothart, account sch. <i>Senator Snowball</i> .....	9	28
" 18.	R. J. Walls, new sail for sch. <i>Princess Louise</i> .....	39	90
" 18.	R. J. Walls, jib for sc. <i>Senator Snowball</i> .....	2	50
July 18.	H. W. Fleigher on account sch. <i>Senator Snowball</i> .....	17	15
" 18.	Jas. Nowlan, repairing and painting ".....	60	00
" 18.	George Watt on account sch. ".....	13	87
" 18.	Est. late John Wilson, account sch. <i>Princess Louise</i> .....	10	93
" 18.	" " " " <i>Senator Snowball</i> .....	18	13
" 18.	George Watt, account sch. <i>Princess Louise</i> .....	7	65
" 18.	R. J. Walls to retire note Bank Nova Scotia, sails for sch. <i>Senator Snowball</i> .....	188	52
Aug. 18.	Millers foundry & Mach Co., hauling out sch. <i>Princess Louise</i> .....	10	00
" 18.	Jas P. Searle, rent pilots office to April, 1903.....	20	00
Sept. 18.	W. S. Loggie Co., account sch. <i>Princess Louise</i> .....	52	41
" 18.	Alex. McKinnon " " ".....	1	62
" 18.	J. B. Snowball & Co " " <i>Senator Snowball</i> .....	9	46
" 18.	R. J. Walls, sundries for pilots office.....	3	68
Oct. 18.	Alex. Martin, pension for 1902.....	75	00
Nov. 18.	W. S. Loggie Co., account sch. <i>Senator Snowball</i> .....	19	99
" 18.	Edward Burke, " " <i>Princess Louise</i> .....	6	85
" 18.	A. C. McLean " " ".....	15	08
" 18.	" " " <i>Senator Snowball</i> .....	9	90
" 18.	J. B. Snowball & Co., " <i>Princess Louise</i> .....	4	48
" 18.	W. S. Loggie Co., " ".....	2	64
" 18.	George Stothart " " ".....	2	05
" 26.	Robrt Allen " " and sch. <i>Senator Snowball</i> .....	2	40
" 26.	Edward Burke " <i>Senator Snowball</i> .....	1	90
" 26.	Wm Richards & Co., account sch. ".....	1	70
" 26.	E. Johnson, stationery & pilots office.....	1	43
" 26.	Millers Foundry & Mach. Co., hauling out sch. <i>Senator Snowball</i> .....	10	50
" 26.	A. & R. Loggie, rent warehouse, 1902.....	10	00
" 26.	R. J. Walls, horse hire, telegrams &c.....	1	75
" 28.	Miramichi Steam Navigation Co., tickets, 1902.....	7	50
" 28.	George Watt, account sch. <i>Princess Louise</i> .....	6	20
" 28.	Francis Martin, refund account seine.....	0	95
" 28.	Anslow, Bros., account printing.....	4	00
" 28.	R. R. Call, Secretary-Treas., commission on \$11430.28 at 3 per cent.....	342	90
" 28.	" " postage and stationery.....	3	50
Dec. 2.	Twenty pilots, \$8,548.20 and 4 pilots \$1,791.09.....	10,339	29
1902.	CR.	11,430	28
Dec. 2.	By amount collected pilotage inwards.....	\$ 4,759	13
" 2.	" " outwards.....	5,853	60
" 2.	" " for removals.....	417	55
" 2.	earned outside by pilots.....	400	00
			11,430 28

R. R. CALL,  
Secretary-Treasurer to Pilotage Commissioners.

J. C. MILLER,  
Chairman.

SESSIONAL PAPER No. 23

## APPENDIX No. 27.

REPORT OF THE PILOTAGE AUTHORITY OF SHEDIAC, N.B., FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.

SHEDIAC, N.B., January 9, 1902.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I send you inclosed report of Pilotage Commissioners Shediac District, for  
year ended December, 1902.

Yours very truly, W. A. RUSSELL.

PILOTAGE OFFICE,

SHEDIAC, N.B., January 9, 1903.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,

SIR,—The Pilotage Authority of the Port of Shediac, N.B., beg leave to submit  
the following report for the year ended December 31, A.D. 1902.

Names of Pilots in District.	Age.	Service.
1. Edward McDonald.....	69	Full district.
2. Docity P. LeBlanc.....	68	"
3. Thomas McGrath.....	54	"
4. Olaf Hendrickson.....	49	"
5. Paul P. LeBlanc.....	56	"

Number of vessels reported liable to pay pilotage :—

	Inwards.	Outwards.
British sailing vessels.....	1	1
Foreign " ".....	12	12
	<hr/> 13	<hr/> 13

Nationality of above vessels reported inwards during A.D. 1902 :

Canadian.....	1
Norwegian.....	12

The total amount received for pilotage services for the year as follows :—

From Canadian vessels.....	\$ 29 25
From foreign vessels.....	571 25
Total .....	<hr/> \$ 600 50

This amount was all paid in to the above pilots.

The rates of pilotage for the above district are as follows :—

For pilotage inwards and outwards \$1.50 per foot draught of water. Each  
remove \$4.

Yours respectfully,

W. A. RUSSELL,  
*Secretary to the Pilotage Commission of Shediac.*

Edward McDonald, one of the above pilots, died in December, 1902.

## APPENDIX No. 28.

REPORT OF THE PILOTAGE AUTHORITY OF NANAIMO, B.C., FOR  
THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

NANAIMO, B.C., January 6, 1903.

To the Deputy Minister of Marine and Fisheries,  
Ottawa, Ont.

DEAR SIR,—By direction of the Commissioners, I have the honour to inclose you a statement of the accounts of the Nanaimo Pilotage Authority for the year ended December 31, 1902, as required by the Pilotage Act, 1886.

I have the honour to be, sir,  
Your obedient servant,

TULLY BOYCE,  
*Secretary.*

## PILOTAGE Returns for the year ended December 31, 1902.

## LICENSED PILOTS.

Names of Pilots.	Age.
Bendrodt, James Peter.....	42
Christenson, James.....	61
Butler, James Edgar.....	42
Owen, William David.....	36
Yates, Albert Francis.....	50

## RATES OF PILOTAGE.

Half pilotage.....	\$ 1 per foot draught.
Full ".....	2 " "
Gulf ".....	10 per diem.

Special rates for mail steamers and tugs.



## SESSIONAL PAPER No. 23

## RECEIPTS AND EXPENDITURE from January 1 to December 31, 1902.

	\$ cts-		\$ cts.
To pilotage dues for 12 months as per inclosed statements.....	19,518 00	By salary, secretary and treasurer	600 00
		Rent, janitor, fuel, light, etc..	176 50
		Printing, postage and stationery.....	54 80
		Office furniture and repairs...	139 00
		Donation to late pilot Sabiston	200 00
		Commission to collectors.....	425 70
		Pilot station expenses.....	1,636 06
		Travelling and personal expenses.	2,400 00
		Net earnings.....	13,887 94
	19,518 00		19,518 00

Approved,  
 THOMAS A. CONNELL, }  
 HARRY B. SHAW, } *Commissioners.*  
 R. GIBSON, }

J. S. KNARSTON,  
*Chairman.*  
 TULLY BOYCE,  
*Secretary.*

## FULL PILOTAGE collections from January 1 to December 31, 1902.

	British.	Foreign.	Total.
	\$ cts.	\$ cts.	\$ cts.
January.....	282 00	1,084 00	1,366 00
February.....	186 00	477 00	663 00
March.....	332 00	925 00	1,257 00
April.....	549 00	848 00	1,397 00
May.....	464 00	756 00	1,220 00
June.....	634 00	749 00	1,383 00
July.....	270 00	1,001 00	1,271 00
August.....	270 00	781 00	1,051 00
September.....	89 00	949 00	1,038 00
October.....	441 00	903 00	1,344 00
November.....	435 00	729 00	1,164 00
December.....	385 00	981 00	1,366 00
	4,337 00	10,183 00	14,520 00

## HALF PILOTAGE collections from January 1 to December 31, 1902.

	British.	Foreign.	Total.
	\$ cts.	\$ cts.	\$ cts.
January.....		420 50	420 50
February.....	21 00	317 00	338 00
March.....	22 00	425 50	447 50
April.....		330 50	330 50
May.....		602 50	602 50
June.....	21 00	543 00	564 00
July.....	22 00	284 50	306 50
August.....		451 50	451 50
September.....		380 00	380 00
October.....	32 00	442 00	474 00
November.....	32 00	388 50	420 50
December.....		262 50	262 50
	150 00	4,848 00	4,998 00

APPENDIX No. 29.

REPORT OF THE PILOTAGE AUTHORITY OF YALE AND NEW WESTMINSTER, B.C., FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

VANCOUVER, B.C., January 5, 1903.

The Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to inclose herewith statement of accounts and the affairs of the Yale and New Westminster Pilotage Authority for year just ended, 1902. At a meeting of the Commissioners held to-day the accounts were audited and signed by the chairman, and I was instructed to forward same to you, which I now do, inclosing statement, receipts and disbursements and ledger balance.

I have the honour to be, sir, your obedient servant,

C. GARDINER JOHNSON,  
*Secretary Yale and New Westminster Pilotage Authority.*

No. of License.	Name of Pilot.	Age.	Service in	Remarks.
1 first class....	William Ettershank....	60	Licensed to pilot vessels of any size or description within the limits of Yale and New Westminster Pilotage Authority.	Active.
2 " "	George W. Robertson...	52		
3 " "	H. Robson Jones.....	47		
4 second class..	Edward C. Bridgman...	56		
5 " "	Donald Patterson.....	41		

NOTE.—Pilotage dues now in force are same as approved by Order in Council, Saturday, April 28, 1894.

*Inwards*

47 British steamers inwards.....	\$ 2,485 00
312 Foreign steamers inwards.....	5,475 31
26 British sailers inwards.....	928 25
21 Foreign sailers inwards.....	549 50
	—————\$ 9,438 06

*Outwards.*

46 British steamers outwards.....	\$ 2,680 75
312 Foreign steamers outwards.....	5,531 34
26 British sailers outwards.....	1,014 75
21 Foreign sailers outwards.....	776 00
	—————\$ 10,002 84
	\$ 19,440 90

Remaining in port on December 31, 1902.—*Yola*, \$26 ; *Endora*, \$25 ; *Sylfid*, \$30 ; *California*, \$26 ; *Moana*, \$52.50 ; *Pengwern*, \$30 ; *Tartar*, \$60 ; *Empress of Inuita*, \$65.

## SESSIONAL PAPER No. 23

*Receipts.*

Balance in bank, January 5, 1902.....	\$	933 17	
Pilotage earnings for year 1902.....	\$	19,440 90	
			\$ 20,374 07

*Disbursements.*

Paid pilots, January 5, 1902.....	\$	933 17	
Paid pilots during 1902.....		13,845 73	
Office expense account 1902.....		995 20	
Pilotage expense account 1902.....		3,651 10	
Balance in bank.....		948 87	
			\$ 20,374 07

C. GARDINER JOHNSON,

*Secretary Yale and New Westminster Pilotage Authority.*

Approved,

RICHARD ALEXANDER,  
*Chairman.*

## LEDGER BALANCE.

*Assets.*

Bank of Montreal.....	\$	948 87	
Bank of Montreal—			
Savings department.....	\$	562 71	
Interest, 1902.....		16 85	
			\$ 579 56
			\$ 1,528 43

*Liabilities.*

Reserve fund.....	\$	562 71	
Interest, 1902.....		16 85	
			\$ 579 56
Pilotage earnings undisbursed.....		948 87	
			\$ 1,528 43

C. GARDINER JOHNSON,

*Secretary Yale and New Westminster Pilotage Authority.*

Approved,

RICHARD ALEXANDER,  
*Chairman.*

VANCOUVER, B.C., January 3, 1903.



## APPENDIX No. 30.

REPORT OF THE PILOTAGE AUTHORITY OF VICTORIA, B.C., FOR  
THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

PILOTAGE AUTHORITY,

VICTORIA, B.C., January 7, 1903.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour, by direction of the Commissioners, to transmit herewith the pilotage returns for the Pilotage District of Victoria and Esquimalt, in the province of British Columbia, for the year ended December 31, 1902, as required by section 22 of chapter 80 of the Revised Statutes of Canada, 1886, and hope the same will reach you safely. You will observe that in lieu of the usual language of certification by the Commissioners, all approve, and one of them, at the request of the whole, has audited the books and accounts and appended his audit certificate to returns.

I have the honour to be, sir, Your most obedient servant.

EDGAR CROW BAKER,  
*Secretary-Treasurer P.A.*

PILOTAGE Returns, Victoria and Esquimalt Pilotage District, B.C.,  
January 1 to December 31, 1902.

## LIST OF LICENSED PILOTS.

No.	Name.	Age.	Date of Issue.	Seniority.	Remarks.
1	John Thompson.....	53	April 23, 1880...	Dec. 4, 1878....	Originally a B. C. pilot.
2	Samuel W. Buckuam .	52	March 6, 1891...	March 6, 1891...	Victoria and Esquimalt District.
3	John Newby.....	53	April 10, 1891...	April 10, 1891...	"
4	Thos. Bebbington....	56	Feb. 25, 1893...	Feb. 25, 1893...	Originally a N.W. and Yale pilot.
5	William Cox.....	46	May 13, 1902...	May 13, 1902...	Victoria and Esquimalt District.

N.B.—The foregoing is a list of licensed pilots, who are the only ones who have prosecuted such calling in the above named district.

There are no masters and mates acting under license from this Pilotage Authority, all the certificates previously granted having expired by effluxion of time.

Clauses I., II., III., page 213 supplement to 19th annual report, with reductions on pages 200 and 201 supplement to 21st annual report, and also those on pages 181 and 182 supplement to 26th annual report (*i. e.* Order in Council, July 1, 1893) apply to this year also.

Same Acts and parts of Acts as last year apply to 1902, and list of exempted vessels and Puget Sound rates remain the same.

EDGAR CROW BAKER,  
*Secretary-Treasurer.*

VICTORIA, B.C., December 31, 1902.

SESSIONAL PAPER No. 23

RECEIPTS AND EXPENDITURE, January 1 to December 31, 1902.

Dr

Cr.

Date.	Nature of Receipt.	Amount.		Date.	Head of Service.	Amount.	
		\$	cts.			\$	cts.
1902.				1902.			
January 1	To Balance from last year	1,134	72	Feb. 6	By V. and E. pilots, division surplus, 1901	1,134	72
Jan. 1 to Dec. 31	Pilotage dues, 12 months	16,347	62	Jan. 1 to Dec. 31	V. and E. pilots, earnings as per receipts	14,712	86
"	Examination fee	20	00	"	Board of examiners, fees for examination	20	00
"	Certificate fees, Puget Sound steamers	200	00	"	Secretary-treasurer, 12 months' salary	600	00
"	Pilotage outwards, in certain cases to credit of Pilotage Authority	56	63	"	Office expenses, rent, fuel, light &c.	347	88
				Decembre 31..	Balance to credit of Pilotage Authority	943	51
						17,758	97

Approved.

JOHN G. COX,  
A. B. FRASER, TREAS.,  
J. KINGHAM,  
WILLIAM GRANT.

EDGAR CROW BAKER,  
*Secretary.*

Audited and certified correct.

A. B. FRASER, *Treasurer,*

VICTORIA, B.C., January 6, 1903.

2-3 EDWARD VII., A. 1903

## PILOTAGE DUES collected, January 1 to December 31, 1902.

Month.	British.	Foreign.	Total.	Remarks.
	\$ cts.	\$ cts.	\$ cts.	
January.....	396 00	942 75	1,338 75	N.B.—The total \$16,347 '62 does not include sums of \$200 collected from Puget Sound Steamers and \$56.63 pilotage outwards in certain cases to credit of Pilotage Authority.
February.....	348 50	816 00	1,164 50	
March.....	387 50	723 75	1,111 25	
April.....	344 50	855 75	1,200 25	
May.....	446 50	1,143 12	1,589 62	
June.....	560 25	875 50	1,435 75	
July.....	385 00	1,093 75	1,478 75	
August.....	400 00	1,016 00	1,416 00	
September.....	611 75	899 50	1,511 25	
October.....	498 75	860 50	1,359 25	
November.....	376 25	998 25	1,374 50	
December.....	436 75	931 00	1,367 75	
	5,191 75	11,155 87	16,347 62	

EDGAR CROW BAKER,  
Secretary.

VICTORIA, B.C., December 31, 1902.



SESSIONAL PAPER No. 23

## APPENDIX No. 31.

## REPORT OF THE PORT WARDEN OF MONTREAL FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

MONTREAL, January 8, 1903.

To the Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour by direction of the Council of this Board, and in compliance with section 31 of the Act governing the Port Warden's Office, 45 Vic., chap. 45, to transmit herewith documents as follows :—

1. Port Warden's annual report for the year 1902.
2. Audited statement of receipts and expenditure for the year ended December 31, 1902.
3. Statement of investments of Port Warden surplus funds.

I have the honour to be, sir,  
Your obedient servant,

GEORGE HADRILL,  
*Secretary.*

MONTREAL, December 31, 1902.

To the President and Council  
of the Montreal Board of Trade.

GENTLEMEN,—I have the honour to submit the annual report of the business of this office, with statements of exports, receipts and expenditure for the year 1902.

The river was open for navigation unusually early this year, the Longueuil boat commencing to make her regular trips on April 5.

The first vessel to report at this office was the trading schooner *White Cloud*, Captain Mabe, which arrived on April 10.

The first steamer arriving here to load was the ss. *Polino* for the lower ports, she arrived on April 12.

The first ocean steamship to arrive was the ss. *Fremona* at 1 p.m., April 17, from the Mediterranean ports with a cargo of fruit.

The first oversea sailing vessel to arrive was the barkentine *Mary Hendry* which arrived on May 12 from Barbados with a cargo of molasses.

The ss. *Kildona* was the first steamship to enter the St. Lawrence by the Straits of Belle Isle, on June 25, she experienced fine weather, and very little ice; reports favourably of the sound signal on Belle Isle. We have had telegraphic reports of vessels passing the island from time to time during the season; improvements are being made on the island; another lighthouse is being erected at the north-east end, and should cause this route to be looked upon more favourably, the straits being well marked and lighted at both ends.

The shipping business for this season came to a close by the departure hence of the ss. *Monterey* for Bristol at 10 a.m., November 28, and the ss. *Louisburg* at 1.45 p.m., same day for Sydney, C. B., light.

2-3 EDWARD VII., A. 1903

Navigation finally closed by the ss. *Toledo* (new) from the upper lakes, passing through the harbour for sea on the morning of December 4.

Four hundred and five oversea or foreign going vessels of all kinds, were entered at this office, with a tonnage of 1,054,248 tons, an increase of 9 vessels and 66,230 tons, compared with the year 1901.

The business to the lower ports this year consisted of : entered 315 vessels, with a tonnage of 455,273 tons, an increase of 26 vessels and 42,824 tons.

Clearances of vessels loaded for the lower ports were as follows : 102 vessels of all classes with a tonnage of 70,141 tons, as against 90 vessels of all classes last year with a tonnage of 67,253 tons, an increase of 12 vessels and 2,888 tons, this season.

There is a large increase in the number of vessels going hence to complete their loading, but this does not arise from any scarcity of water in the ship channel. The depth of water in the ship channel has kept well up this season, the lowest water recorded was 27 feet at Sorel in October, and that only for a short time.

Vessels part loaded at Montreal, completed loading at Quebec and elsewhere.

1901—89 vessels, 1902—134 vessels ; vessels sailing hence light had to load elsewhere.

1901—20 vessels, 1902—31 vessels. We have had a number of disasters in the St. Lawrence this year, but nothing of a serious nature between this port and Quebec. I would again urge upon you the necessity for a dry dock at this port, which has been very strongly emphasized this season. Some of the vessels that met with disaster in the river bringing their cargoes to this port, after discharging, had to go to other ports for repairs (returning to this port to load) thus diverting a large amount of profitable employment from this port.

The absence of a dry dock and the necessary facilities for repairing damaged vessels at this port must injuriously affect the interest of the St. Lawrence trade with underwriters when considering the acceptance of a risk, or naming a rate of premium on hull or cargo.

There have been two notable departures in the trade of the port this season, which I trust will be permanent and progressive, namely the opening of direct trade with Australia by the sailing of the barque *Weathersfield* with a cargo of lumber, and direct steam communication with South Africa which was inaugurated by the sailing of the Allan line ss. *Ontarian* with a general cargo on October 19.

The shipments of various kinds for the past season manifested and reported at this office are as per attached statements.

All of which is respectfully submitted,

ARCHIBALD REID,  
Port Warden.

## SESSIONAL PAPER No. 23

## COMPARATIVE STATEMENT of Shipments 1901 and 1902 as per Manifests reported at Port Warden's Office.

Description.		1901.	1902.	1902.	
				Increase.	Decrease.
Wheat.....	Bush.	13,588,098	17,119,006	3,530,908	
Buckwheat.....	"	89,883	126,360	36,477	
Peas.....	"	740,749	409,456		331,293
Barley.....	"	656,962	246,336		410,626
Rye.....	"	768,697	860,925	92,228	
Oats.....	"	2,459,234	1,782,785		676,449
Corn.....	"	4,078,215	237,329		3,840,886
Flax seed.....	"	669,871	313,671		356,200
Total.....		23,051,709	21,095,868	3,569,613	5,615,454 3,569,613
Total decrease for the year 1902.....					2,045,841
Flour and meal.....	Brls.	633,331	761,495	128,164	
Ashes.....	"	1,131	863		268
Apples.....	"	121,186	467,303	346,117	
Cheese.....	Boxes	1,793,893	2,010,006	216,113	
Butter.....	Pckgs	407,606	532,320	124,714	
Eggs.....	"	204,094	158,308		45,786
Box meats.....	"	162,567	133,316		29,251
Lard.....	"	253,018	213,070		39,948
Dead meats.....	Qrrs.	1,174	211		963
Pulp.....	Tons	12,249	12,609	360	
Paper.....	"	7,137	6,361		776
Sundries.....	"	34,667	32,193		2,484
Hay.....	"	25,343	45,624	20,281	
Oil cake.....	"	12,127	14,396	2,269	
Minerals.....	"	9,837	4,299	5,538	
Dried grains.....	"	471	57		414
Lumber.....	Ft. B. M.	220,663,712	235,984,496	15,320,784	
Cattle.....	Head	71,488	77,141	5,653	
Horses.....	"	1,244	529		715
Sheep.....	"	48,073	45,786		2,287
Horses to South Africa.....	"	5,218			5,218



2-3 EDWARD VII., A. 1903

## STATEMENT of Oversea or Foreign-going Vessels.

Description.	1901.		1902.	
	No.	Tons.	No.	Tons.
Steamers.....	388	983,649	392	1,048,385
Barques.....	4	2,240	9	4,427
Brigs and schooners.....	4	2,129	4	1,436
Totals.....	396	988,018	405	1,054,248

Increase of 9 vessels and 66,230 tons.

## STATEMENT of Lower Port Arrivals.

Steamers.....	278	410,944	306	454,183
Brigs and schooners.....	11	1,505	9	1,090
Totals.....	289	412,449	315	455,273

Increase of 26 vessels and 42,824 tons.

## CLEARANCES for Lower Ports.

Steamers.....	82	66,272	95	69,369
Brigs and schooners.....	8	981	7	772
Totals.....	90	67,253	102	70,141

Increase of 12 vessels and 2,888 tons.

Revenue, 1901.....	\$ 9,272 03
" 1902.....	11,001 82
Increase.....	\$ 1,729 79

SESSIONAL PAPER No. 23

## PORT WARDEN'S OFFICE.

STATEMENT of Receipts and Expenditure for the year ended December 31, 1902.

Cr.

Dr.	1901.	\$	cts.	1902.	\$	cts.	Cr.
	Dec. 31	To balance cash in bank.....	12,054 64	Dec. 31	By paid salaries, &c.:—		
		Cash in Port Warden's hands.....	98 04		Archibald Reid, Port Warden.....	2,700 00	
		Outstanding accounts, 1901.....			Jas. N. Bales, Deputy Port Warden.....	1,800 00	
		Revenue derived as under:			W. J. Anderson, bookkeeper.....	1,500 00	
		17,119,006 bushels wheat.....			H. C. Lane, clerk.....	480 00	
		126,360 " buckwheat.....			F. A. Jackson, junior clerk.....	65 00	
		409,456 " peas.....			L. Thompson, ".....	90 00	
		246,836 " barley.....			J. A. Vibert, allowance.....	300 00	
		860,925 " rye.....			Superannuation allowances:—		
		1,782,785 " oats.....			Archibald Reid, Port Warden.....	300 00	
		237,329 " corn.....			Jas. N. Bales, Deputy Port Warden.....	200 00	
		313,671 " flaxseed.....			W. J. Anderson, bookkeeper.....	200 00	
		57 tons dried grain.....			J. A. Vibert.....	179 94	
		14,396 " oil cake.....			Board of Trade, secretarial expenses.....	1,000 00	
		4,239 " minerals.....			Rent, fuel and taxes.....	312 58	
		863 barrels ashes.....			Telephones, light, cleaning office, &c.....	213 57	
		761,495 " flour & meal &c.....			Loyds' register and shipping papers.....	35 47	
		467,303 " apples.....	1,168 27		Books, printing and stationery.....	35 05	
		77,661 head oxen and horses.....	776 61		Cab and car fares.....	30 50	
		45,786 " sheep.....	114 44		Miscellaneous expenses.....	36 60	
		203,769 tons sundries.....	4,074 18		Alf. W. Hadrill, auditor.....	60 00	
		45,624 " hay.....	912 48		Outstanding accounts, 1902.....	14,481 85	9,538 71
		235,984,496 feet sawn lumber.....	1,179 84		Balance cash in bank.....	2,485 11	12 30
		Port Warden's fees, (inwards).....	227 00		Cash in Port Warden's hands.....		16,966 96
		" " (outwards).....	2,205 00		Cheque for interest deposited January		
		Special surveys.....	125 00		5, 1903, \$2,340.25		
		Damaged cargo certificates.....	219 00				
		Interest, bank account.....	324 95				
		Treasurer Board of Trade, interest on investments.....	3,030 50				
		To balance.....	16,966 96				
1903.	Jan. 1						26,517 97

Audited and found correct,  
ALF. W. HADRILL, Auditor.

E. &amp; O. E.

ARCHIBALD REID,  
Port Warden.

MONTREAL, January 4, 1902.

2-3 EDWARD VII., A. 1903

STATEMENT of the Investments of the Surplus Funds of the Port Warden's Office at Montreal, and of interest accruing therefrom during the year ended December 31, 1902.

Date.		Amount.	Per cent for 12 mos.	Interest.
		\$		\$ cts.
Feb. 16, '80.	Expended \$2,380.34 in purchase of Dominion Government stock.	2,300	3½	80 50
Aug. 16, '80.	Expended \$7,254.11 in purchase of city of Montreal registered stock	7,000	5	350 00
April 18, '84.	Expended \$5,081.34 in purchase of city of Montreal four per cent registered stock (Nos. 1720, 1721, 1722, 1723, 1724=5 at \$1,000.	5,000	4	200 00
Mar. 14, '87.	Expended \$10,320.75 in purchase of city of Montreal consolidated fund stock.	10,000	4	400 00
	Loans to Montreal Board of Trade building fund to date	50,000	4	2,000 00
	Total.....	74,300		3,030 50

ROBERT MUNRO,  
*Treasurer, Montreal Board of Trade.*

GEORGE HADRILL,  
*Secretary, Montreal Board of Trade.*

MONTREAL, January 7, 1903.



# APPENDIX No. 32.

## REPORT OF THE PORT WARDEN OF QUEBEC, FOR THE CALENDAR YEAR ENDED DECEMBER 30, 1902.

PORT WARDEN'S OFFICE,

QUEBEC, December 11, 1902.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—As usual at the end of the year, I send you a return of the business transacted in the Port Warden's office during the season just closed.

It shows the receipts and disbursements to have been as follows, viz. :—

Receipts from all sources.....	\$1,597 00
Disbursements .....	553 00
Balance net receipts .....	\$1,044 00

I also inclose a report of cattle and sheep shipped at Quebec during the season, on which no fees were charged, as instructed by your letter of June 15, 1901.

Thirteen steamers took 3,661 cattle, and 4 took 3,407 sheep.

The fees on which, if collected, would have amounted to the sum of \$71.97, if charged for as in former years.

I am, sir, with much esteem,  
Your obedient servant,

W. SIMONS,  
Port Warden.

PORT WARDEN'S OFFICE,

QUEBEC, December 31, 1902.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—As requested by the 30th section of the Port Warden's rules, I beg respectfully to submit the following annual statement of the business transacted in this office during the year ending December 31, 1902, as follows :—

Eighty-nine steamers were surveyed for clearance outwards after taking part cargo on board at this port, having previously shipped part cargo of grain and other goods at Montreal.

Sixteen steamers were surveyed for clearance outwards after having shipped full cargoes of grain and other goods at this port.

Twenty-two steamers and eleven sailing vessels were surveyed, their hatches opened and cargo examined on their arrival from sea.

2-3 EDWARD VII., A. 1903

Seven steamers and one sailing vessel were surveyed on account of grounding and stranding in the River St. Lawrence below and above Quebec.

One steamer and six sailing vessels were surveyed on account of collision damage.

Three steamers and two cargoes were surveyed and their value estimated for general average purpose.

Eighteen surveys were held on damaged goods in store and over on wharfs.

The receipts and disbursements of this office were as follows :—

Receipts from all sources .....	\$ 1,597 00
Expenses .....	553 00
	<hr/>
Balance, net receipts .....	\$ 1,044 00

Besides the above there were several vessels damaged by stranding and otherwise that did not come under the Port Warden's rules.

Thirteen steamers took live stock at Quebec during the season, amounting in all to 3,661 cattle and 3,407 sheep, on which, if fees had been collected as in former years, would have amounted to \$71.97, as shown by accompanying statement.

With much respect,

I am your obedient servant,

W. SIMONS,  
*Port Warden.*

SESSIONAL PAPER No. 23

## APPENDIX No. 33.

REPORT OF THE PORT WARDEN AT RIMOUSKI, P.Q., FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.

RIMOUSKI, December 31, 1902.

Honourable Mr. PREFONTAINE,  
Minister of Marine and Fisheries.

HONOURABLE SIR,—I have the honour to submit my report as Port Warden of Rimouski.

At the request of Captain Martel, of the schooner *Fred Jackson*, which went ashore on the banks of Portneuf (north side) on October 2 last, I examined the said wrecked vessel, assisted by two captains. We found that the vessel was not too badly damaged. I went on board her two days afterwards and I came to the conclusion that the vessel had to be condemned as she was filling up with water at each tide. I consequently recommended that the vessel be sold for the benefit of the parties interested.

I also collected \$8 for my services and \$5 for the services of the two captains as assistants. The whole respectfully submitted.

I have, &c.,

CAPT. ELZÉAR HEPPEL,  
*Port Warden, Rimouski.*

## APPENDIX No. 34.

REPORT OF THE PORT WARDEN AT ANNAPOLIS, N.S., FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.

ANNAPOLIS, N.S., December 31, 1902.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my report for the year ended December 31, 1902. I have not been requested to hold survey on any vessels this year.

I have the honour to be, sir,  
Your obedient servant,

SIMON W. RILEY,  
*Port Warden.*



## APPENDIX No. 35.

## REPORT OF THE PORT WARDEN AT HALIFAX, N.S., FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

PORT WARDEN'S OFFICE,

HALIFAX, N.S., December 31, 1902.

F. GOURDEAU, Esq.,  
Deputy Minister Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my report for the year ended December 31, 1902, accompanied by a statement of the receipts and expenditure during that period.

Surveys have been held on ten steamers and three sailing vessels which arrived at this port in a damaged condition during the year. The necessary repairs were made to the vessels and those of them bound to other ports with their cargoes proceeded to their destinations, where they have all arrived safely.

The schooner *Abbie Verna* of St. John, N.B., put into this port for a harbour on December 3, while on a voyage from Sheet Harbour, N.S., bound to New Bedford, Mass., with a cargo of laths. When ready for sea the crew refused to proceed in her. The master had the crew brought up before George H. Fielding, Esquire, Stipendiary Magistrate, for refusing duty, when they gave as an excuse that the vessel was overloaded and unseaworthy. At the request of the Stipendiary Magistrate a survey was held on the vessel when she was found to be overloaded and the pump insufficient. Half the deck load was discharged and a new iron pump put in the vessel. Just as the vessel was ready for sea, a telegram was received from the owners to pay off the crew and lay the vessel up for the winter. The crew were paid off and the vessel laid up in accordance with the owners' instructions.

I have the honour to be, sir,  
Your most obedient servant,

DAVID HUNTER,  
*Port Warden.*

RECEIPTS and Expenditure of the Port Warden, Halifax, N.S., from January 1 to  
December 31, 1902.

DR.	\$ cts.	CR.	\$ cts.
To amount of fees received.....	1,746 50	By Paid assistants, office expenses, &c.	1,224 93
		Amount reverting to Port Warden	521 57
	1,746 50		1,746 50

I hereby certify that the above is a true and correct statement of the receipts and expenditure of the Port Warden at Halifax, N.S., during the year 1902.

DAVID HUNTER,  
*Port Warden.*

## APPENDIX No. 36.

REPORT OF THE PORT WARDEN AT PORT HAWKESBURY, N.S., FOR  
THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

PORT WARDEN'S OFFICE,

PORT HAWKESBURY, December 31, 1902.

F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit to you the doings of this office during the year now closing.

And also the amount of fees collected by me during the present year.

There was one survey held on the schooner *Arthur* of Sydney of the burthen of 99 tons.

And also one survey on schooner *Samuel C. Hart*, of Boston, from Louisburg, C.B.

These were the only vessels repaired under survey at this port during the present year.

I have the honour to be, sir,  
Your most obedient servant,

D. W. HENESEY,  
*Port Warden.*

	\$	cts.		\$	cts.
1 survey on schooner <i>Arthur</i> .....	15	00	Paid assistants :—		
			Wm. Duff, carpenter.....	5	00
			J. J. Henesey.....	5	00
			Wm. Duff, carpenter.....	5	00
			J. J. Henesey, master mariner.....	5	00
1 survey on schooner <i>Samuel C. Hart</i> .....	15	00	Total.....	20	00
Total.....	30	00	Amount reverting to Port Warden ...	10	00

I do hereby certify that the above is a true statement of surveys held and fees paid.

D. W. HENESEY,  
*Port Warden.*

PORT HAWKESBURY, December 31, 1902.

## APPENDIX No. 37.

REPORT OF THE PORT WARDEN AT PICTOU, N.S., FOR THE CALENDAR  
YEAR ENDED DECEMBER 31, 1902.

Pictou, N.S., January 5, 1903.

Port Warden's report at the Port of Pictou, N.S., for the year 1902, A.D. :—

Survey on reports of schooners, &c.,	
Schooner <i>Monitor</i> .....	\$ 34 00
" <i>Malabar</i> .....	26 00
" <i>Josie</i> .....	2 50
SS. <i>Jacques Cartier</i> .....	14 25
Total .....	<u>\$ 76 75</u>

Expenses for the year, &c.	
Capt. J. Fraser .....	\$ 10 00
Duncan Johnson .....	10 00
James Kitchen .....	5 00
Sundries .....	6 30
Total .....	<u>\$ 31 30</u>

Total amount of fees received .....	\$ 76 75
" " expenses .....	31 30
Amount reverting to Port Warden .....	<u>\$ 45 45</u>

WILLIAM CUMMING MUNRO,  
*Port Warden.*



APPENDIX No. 38.

REPORT OF THE PORT WARDEN OF WHITNEY PIER, SYDNEY, C.B.,  
FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

SYDNEY, N.S., March 12, 1903,

To the Honourable the  
Minister of Marine and Fisheries,  
Ottawa, Ont.

DEAR SIR,—Herewith I beg to hand you Port Warden's report for the year ended  
December 31, 1902. All of which is respectfully submitted.

I have the honor to remain,  
Your obedient servant,

NELSON TOWNSEND,  
*Port Warden.*

2-3 EDWARD VII., A. 1903

## PORT WARDEN'S REPORT for Whitney Pier, Sydney, N.S., for 1902.

Date.	Rig.	Name of Vessel.	Name of Master.	Registered Tonnage.	Cargo.	From.	Where Bound	DRAUGHT.		Free Board	Fee.
								Fore.	Aft.		
								ft. in. ft. in. ft. in.	ft. in. ft. in. ft. in.		\$ cts.
1902.											
Jan. 10.	SS	Priestfield	Curtis.	2,612	Iron ore..	Wabana.	Rotterdam.	23 7 23 10	7 6	8 00	
" 16.	"	Bjornvinn.	Leading.	1,785	Pig iron	Sydney	Glasgow.	22 5 22 8	2 9	8 00	
" 21.	"	Trold.	Gulliksen.	2,075	"	"	"	21 3 21 8	15 10	8 00	
Feb. 22.	"	Priestfield.	Curtis.	2,612	"	"	" and Rotterdam	23 11 23 10	6 8½	8 00	
Mar. 6.	"	Oscar II.	Peterson.	2,247	"	"	"	19 9 19 7	4 10	8 00	
" 17.	"	Trold.	Gulliksen	2,075	"	"	New York	16 8 18 2	8 2	8 00	
" 20.	"	Regulus.	Couch.	859	Steel billets.	"	Boston.	18 19 19 3	6 8	8 00	
Apl. 8.	"	Trold.	Gulliksen.	2,075	"	"	Glasgow.	21 11 22 6	4 11	8 00	
" 11.	"	A. R. Thorpe	Askund.	647	Pig iron.	"	Baltimore, Md	13 9½ 15 9½	1 7	8 00	
" 16.	"	Priestfield.	Curtis.	2,612	Steel billets.	"	Glasgow.	23 11 24 5	6 4½	8 00	
" 19.	"	McInae	Fraser.	1,399	Pig iron..	"	Philadelphia	21 2 22 2	4 2	8 00	
" 26.	"	Oscar II.	Peterson.	2,247	"	"	"	19 9½ 20 2½	4 2	8 00	
May 3.	"	Oscar Fredriksen.	Camp.	2,727	Coal.	"	"	20 8 21 2	4 4	8 00	
" 8.	"	Indrani.	Gillies.	2,339	Pig iron	"	Copenhagen.	23 8 25 6	6 5½	8 00	
" 14.	"	Alabama	Gwatin.	1,241	Pig iron and sulphate of ammonia.	"	"				
" 14.	"	Tjomo.	Nilsen.	899	Steel billets.	"	Philadelphia	22 2 22 2	5 4½	8 00	
" 16.	"	Siggen.	Smedsvig.	670	Pig iron and steel billets	"	Baltimore	16 9 17 3	4 8	8 00	
" 19.	"	Brantingham	Moore.	1,685	Wood.	"	Boston.	14 8 15 6	2 20	8 00	
" 19.	"	Forest Holme	Beaton.	1,544	"	Three Rivers, Que	Glasgow	19 6 19 11	3 10	8 00	
" 21.	"	Aquila	Gundersen.	1,467	"	Pierreville, Que.	London.	19 20 9 9	9 9	8 00	
" 21.	"	Banfor.	Brown.	2,201	"	Quebec.	"	19 20 5 6	6 8	8 00	
" 23.	"	Loughrigg Holme.	Johnston.	1,317	"	Chatham, N.B	Belfast.	20 6 22 3	10 4½	8 00	
" 30.	"	Siggen.	Smedsvig.	670	Steel billets	Montreal.	Baltimore, Md	14 8 15 6	2 7	8 00	
" 31.	"	Thold	Sundby	2,075	Pig iron and steel billets	Sydney	New York.	20 2 20 7	6 7	8 00	
June 7.	"	Forest Brook	Hunter	1,729	Wood.	"	London.	18 9 21 4	12 9	8 00	
" 10.	"	Skallagrinn.	Christiansen	1,642	"	Montreal.	Sharpness	18 6 21 6	7 11	8 00	
" 10.	"	Rosalind	Farrel.	1,684	{ Pig iron ( General	{ Sydney, N.S. ( St. Johns, Nfld.)	Jersey City via Hfx.	15 9 18 3	10 7	8 00	
" 11.	"	Bengore Head.	Phillips	1,619	Wood.	Miramichi.	Cork.	22 4 23 2	6 9	8 00	
" 13.	"	Mennon.	Thomas.	2,046	Pig iron.	Sydney	Montreal.	21 7 24 6	7 4	8 00	
" 16.	"	Skarp.	Simonsen.	890	Wood.	Montreal.	Hull.	18 6 19 3	3 9	8 00	
" 17.	"	Whitefield	Johns.	1,560	"	"	Yarmouth via H'pool	19 6 20 3	7 8	8 00	
" 21.	"	Cotterell.	Cotterell.	1,913	Pig iron and steel billets	Sydney	Montreal	14 5 17 2	12 5½	8 00	
" 21.	"	Tjomo	Nilsen.	899	Steel billets.	N.S.	Newark, N.J.	17 1 17 5	4 6	8 00	
" 21.	"	Nordhavet.	Olsen.	2,159	Wood.	St. John, N.B.	Dublin	20 22	5 8	8 00	

## SESSIONAL PAPER No. 23

25.	"	A vona.	"	1,864	Wood.	Quebec.	London.	21	5	21	7	11	4	8	00
"	"	Beatrice.	"	2,139	Hard pine.	Ship Island.	"	21	2	22	6	5	43	8	00
30.	"	Laura.	"	2,014	Wood.	St. John, N.B.	Cardiff.	21	20	20	6	4	5	8	00
1.	July	Siggen.	"	670	Steel billets.	Sydney, N.S.	Boston.	14	6	15	9	2	2	2	00
7.	"	Lord Lansdowne.	"	1,794	Wood.	Avonport, N.S.	Fleetwood.	20	8	22	1	8	1	2	00
"	"	Tjono.	"	899	Steel billets.	Sydney.	New York.	17	1	17	5	4	6	2	00
8.	"	Roddan.	"	1,507	Hard pine.	Mobile.	Dalryl.	20	8	21	2	2	1	2	00
12.	"	Norden.	"	1,509	Wood.	St. John, N.B.	Newport.	20	8	21	2	2	1	2	00
16.	"	Dana.	"	1,105	"	Montreal and Quebec	Bristol.	18	2	18	4	1	6	2	00
14.	"	Goulding.	"	1,919	"	Montreal.	London.	18	6	19	5	4	11½	2	00
17.	"	Robinson.	"	670	Steel billets.	Sydney, N.S.	Baltimore.	14	9	15	9	2	1	2	00
21.	"	Snedsvig.	"	2,036	Pitch pine.	Ship Island.	Antwerp.	20	10	22	2	10	1	2	00
22.	"	Frattles.	"	1,317	Wood.	Montreal.	Cardiff.	18	6	19	6	9	1	2	00
21.	"	Johnstone.	"	1,549	"	Rivière du Loup.	Belfast.	19	6	21	8	8	8	2	00
24.	"	Mokta.	"	2,201	"	Miramichi.	Boston.	21	6	21	9	10	8	2	00
24.	"	Kirton.	"	899	Steel billets.	Sydney, N.S.	Baltimore.	17	3	17	7	4	4	2	00
28.	"	Brown.	"	899	Pig iron.	"	New York.	19	2	20	2	3	6	2	00
30.	"	Nilsen.	"	858	Wood.	Quebec.	London.	22	6	24	6	5	5	2	00
"	Aug.	Regulus.	"	2,294	Steel billets.	Sydney.	Boston.	14	6	15	6	2	2	8	00
5.	"	Nordcap.	"	630	Hard pine.	Sagels, Ga.	Greenock.	21	5	21	9	2	6	2	00
8.	"	Siggen.	"	1,941	Steel billets.	Sydney.	Boston.	17	3	17	7	4	4	2	00
"	"	Leisk.	"	899	"	"	Baltimore.	14	8	15	6	2	8	2	00
19.	"	Nilsen.	"	670	Wood.	Pensacola.	Antwerp.	21	1	21	8	2	8	2	00
25.	"	Siggen.	"	1,651	Steel billets.	Quebec.	London.	18	8	22	5	10	2	2	00
25.	"	Capenor.	"	1,729	"	St. John.	Queenstown.	21	6	22	5	10	2	2	00
27.	"	Forest Brook.	"	1,642	Steel billets.	Sydney.	Baltimore.	17	5	17	5	4	6	2	00
30.	"	Skallagrim.	"	899	Wood.	Three Rivers.	London.	17	19	8	3	5	5	2	00
ept.	"	Christiansen.	"	1,285	General and steel billets.	Chatham.	Cardiff.	20	4	21	5	5	8	2	00
4.	"	Nilsen.	"	1,854	Wood.	Sydney.	Montreal.	19	1	22	2	9	9	2	00
6.	"	Nether Holme.	"	2,046	Grain and cotton.	Chatham.	Mobile.	21	8	22	2	9	9	2	00
8.	"	Gorley.	"	2,201	Wood.	Galveston.	Harre.	20	7	20	11	7	6½	2	00
13.	"	Crosley.	"	2,137	Staves.	Pugwash.	Manchester.	18	3	18	10	2	4	2	00
16.	"	Thomas.	"	792	Steel billets.	Three Rivers.	Cork.	14	6	16	10	1	8	2	00
"	"	Minister.	"	899	Pitch pine.	Sydney.	Bordeaux.	22	2	23	4	7	4	2	00
"	"	Jospersen.	"	1,814	Wood.	Pensacola.	Philadelphia.	17	3	17	8	4	4	2	00
22.	"	Gutesen.	"	1,109	Steel billets.	Campbellton, N.B.	Fleetwood.	21	8	22	7	3	11	2	00
23.	"	Kalfond.	"	1,558	Wood.	Quebec.	Glasgow.	18	6	20	3	9	7	2	00
25.	"	Gadtano.	"	670	Steel billets.	Sydney.	Bristol.	20	2	21	6	9	7	2	00
26.	"	Tjono.	"	1,108	Wood.	Chatham, N.B.	New Haven, Conn.	14	6	16	1	2	2	2	00
29.	"	Santanderind.	"	1,298	" and cotton.	Rivière du Loup, Que.	Cork.	17	8	19	3	3	3	2	00
3.	Oct.	Neva.	"	1,506	Pitch pine.	Mobile, Ala.	Liverpool.	17	6	19	10	7	2	6	00
6.	"	Carl.	"	3,585	Grain and cotton.	Norfolk & Pensacola.	Genoa.	20	6	20	8	2	6	2	00
6.	"	Siggen.	"	979	Pig iron, steel billets.	Pensacola.	Bremen.	24	24	24	10	4	4	2	00
6.	"	Rjukan.	"	2,533	General and ammunition.	Sydney, N.S.	Philadelphia.	17	8	18	1	2	9½	2	00
7.	"	Uique.	"	1,737	Wood.	Galveston.	Bremen.	22	2	24	8	16	10	3	00
13.	"	Banana.	"	1,949	"	Chatham, N.B.	Glasgow.	19	10	21	2	5	3	2	00
13.	"	Roddan.	"	"	"	"	Browhead.	19	8	21	3	5	4	2	00
13.	"	Manchester Corpn	"	"	"	"	"	19	8	21	3	5	4	2	00
14.	"	Tomma.	"	"	"	"	"	19	8	21	3	5	4	2	00
14.	"	Lord Ormonde.	"	"	"	"	"	19	8	21	3	5	4	2	00
14.	"	Mantineia.	"	"	"	"	"	19	8	21	3	5	4	2	00
14.	"	Leutra.	"	"	"	"	"	19	8	21	3	5	4	2	00



PORT WARDEN'S REPORT for Whitney Pier, Sydney, N.S., for 1902—*Concluded.*

Date.	Rig.	Name of Vessel.	Name of Master.	Registered Tonnage.	Cargo.	From.	Where bound.	DRAUGHT.		Free Board	Fee.	
								Fore.	Aft.	ft. in.	\$ cts.	
1901.								ft. in.	ft. in.	ft. in.	\$ cts.	
Oct. 18.	"	Concordia.	Webb.	1,616	Coal.	Sydney, N.S.	Montreal	21	2	21	6 5	8 00
" 20.	"	Loango.	Cole.	1,933	General.	Rotterdam.	"	20	..	20	11 9	11 00
" 23.	"	Ceylon.	Johansen.	1,443	Grain and wood.	Montreal and Quebec	Hull.	20	..	20	2 3	8 00
" 24.	"	Maderino.	Delaraga.	1,778	Pitch pine	Pensacola.	Genoa.	23	6	24	6 7	3 00
" 27.	"	Munetonga.	Fowler.	3,800	Grain.	Quebec.	London.	23	6	24	3 9	3 00
" 27.	"	Laura.	Crast.	2,014	Pitch pine.	Mobile.	Greenock.	17	6	18	..	3 00
" 31.	"	Tomo.	Nilsen.	899	Steel billets.	Sydney.	Boston.	17	1	17	7 4	3 00
" 31.	"	Stephenson.	Stephenson.	1,489	Pig iron.	"	Baltimore.	19	9 1/2	19	9 2	3 00
" 31.	"	Longford.	Hansen.	1,634	Wood.	St. Catharines Bay.	"	20	..	20	..	8 00
Nov. 6.	"	Siggen.	Smedsvig.	670	Steel billets.	Quebec.	London.	14	6	15	6 2	3 00
" 6.	"	Sydenham.	Danielsen.	1,544	Wood.	Montreal.	Philadelphia.	16	..	17	7 5	11 00
" 7.	"	John Christie.	Jasperson.	972	"	Sydney.	Tyne Docks.	18	3	18	10 2	4 00
" 16.	"	Hostra.	Ferguson.	2,434	General and pig iron.	Montreal and Sydney	Dublin.	21	6	21	10 8	6 00
" 17.	"	Lugano.	Knigt.	2,870	Pitch pine.	Pensacola.	Corunna.	24	4	21	9 8	7 00
" 15.	"	Fox.	Tufts.	1,582	Steel billets.	Sydney, N.S.	Chester, Pa.	19	2	19	2 3	5 1/2 00
" 12.	"	Aschantis.	Bricman.	2,186	General and cattle.	Montreal.	London.	20	1	21	2 6	3 1/2 00
" 15.	"	Assencion DeLarringa.	Kramer.	2,793	Cotton.	Galveston.	Manchester.	17	9	21	2 9	3 00
" 22.	"	Priestfield.	Curtis.	2,612	Steel, pig iron and alumina.	"	Philadelphia.	23	5	24	2 6	9 1/2 00
" 22.	"	Actis.	Olsen.	857	Wood.	Three Rivers.	London.	14	2	15	8 4	2 00
" 26.	"	Bengonus.	Svensden.	2,344	Steel billets.	Sydney.	Philadelphia.	22	5	22	5 5	9 00
" 25.	"	Aragal.	Rud.	990	Wood.	Rangor, Me.	Greenock.	17	6	19	4 3	7 00
" 27.	"	Skuld.	Hansen.	1,698	General and wood.	Montreal.	Hull, Eng.	23	6	22	11 5	6 00
" 27.	"	Siggen.	Smedsvig.	670	Steel billets.	Sydney.	Philadelphia.	14	6	15	6 2	3 00
" 28.	"	Memnon.	Thomas.	2,045	General and cattle.	Montreal and Quebec	London.	20	3	22	2 8	9 1/2 00
" 28.	"	Niostacken.	Rnertsen.	2,003	Wood.	Chatham, N.B.	Brownhead.	19	20	22	2 6	9 00
Dec. 1.	"	Lyons.	Stevenson.	1,489	"	Liscomb, N.S.	Manchester.	19	10	19	11 3	3 00
" 1.	"	Melville.	Lemons.	2,871	General.	Montreal.	Cape Town, S.A.	21	..	22	4 8	2 1/2 00
" 1.	"	Belfast.	Bowl.	2,139	"	Quebec.	Cardiff.	20	2	22	6 9	3 1/2 00
" 2.	"	Bringham.	Falkus.	2,612	Pulp wood.	"	Manchester.	20	2	22	6 9	3 1/2 00
" 8.	"	Alderney.	Privald.	1,987	Steel billets.	Sydney	Philadelphia.	19	6	20	4 4	5 1/2 00
" 10.	"	Unison.	Pederson.	761	Survey on hatches and cargo of cement.	"	"	20	5	21	..	4 00
" 10.	"	Oscar Fredrik.	Camp.	2,607	Coal.	Sydney.	Stockholm.	19	3	20	..	4 00
" 18.	"	Oscar II.	Peterson.	2,247	"	"	Oxelosund.	19	3	20	..	4 00



APPENDIX No. 39.

REPORT OF THE PORT WARDEN AT YARMOUTH, N.S., FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.

YARMOUTH, N.S., January 9, 1903.

To the Minister of Marine and Fisheries,  
Ottawa.

SIR,—I now make my report as Port Warden for Yarmouth, N.S., for year ended December 31, 1902.

I have been called on nineteen times for survey of hatches and vessels arriving in distress, and once for sea-worthiness.

Gross amount of fees.....	\$252 00
Paid out for assistance.....	129 00
	<hr/>
Net amount of fees.....	\$123 00

I remain your obedient servant,

EBEN SCOTT,  
*Port Warden.*



## APPENDIX No. 40.

REPORT OF THE PORT WARDEN AT CHATHAM, N.B., FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.

CHATHAM, N.B., February 22, 1902.

To the Honourable

The Minister of Marine and Fisheries,  
Ottawa.

DEAR SIR,—Inclosed please find copies of surveys on bark *Josva* and schooner *Blomidon* at this port; those included all the surveys this season made by me as Port Warden. Navigation closed on this river about the 12th inst. The amounts received by me this season were as follows:—

Schooner <i>Blomidon</i> .....	\$15 00
Bark <i>Josva</i> .....	25 00
	<hr/>
	\$40 00
	<hr/>

Your obedient servant,

WILLIAM MUIRHEAD,  
Port Warden.

PORT CHATHAM, N.B., October 30, 1902.

At the request of J. A. Shute, master of the schooner *Blomidon*, 271 tons, of Canning, Nova Scotia, I William Muirhead, Port Warden of the Port of Chatham, New Brunswick, Dominion of Canada, and Robert J. Walls, ship carpenter and pilot master, proceeded on board the said schooner for the purpose of holding a survey on said vessel, she having been driven into the port by stress of weather in the Gulf of St. Lawrence while on a voyage from New York, U.S., to Seven Islands, in the Province of Quebec. We, the above mentioned surveyors, found fore masthead sprung and twisted, main gaff broken, port cat head gone, outer jib, main jib, foresail and spanker badly torn, lower streak of bulwark cut away to let water off the deck. Officers and crew report vessel making considerable water at sea but since arrival in port the leak has stoped. We, the surveyors would recommend deck and waterways to be caulked; sails, sails rigging and spars repaired, and any other repairs necessary to make the vessel sea-worthy. We would also recommend the discharging of a part or all of the cargo of cement in order to report on state of the hull as far as can be seen without hauling vessel out of water, and thoroughly overhaul and caulk topsides. Owing to the lateness of the season and the nature of the cargo of cement, do not consider it prudent for Captain Shute to attempt to proceed on his voyage to Seven Islands, and would therefore recommend him to discharge and store his cargo of cement until spring.

WILLIAM MUIRHEAD,  
Port Warden.ROBERT J. WALLS,  
Pilot Master.

2-3 EDWARD VII., A. 1903

*Survey on bark "Josva".*

PORT OF CHATHAM, September 15, 1902.

At the request of Christopher Ommundsen, master of the Norwegian bark *Josva*, 495 tons, register tonnage, now lying at the Port of Chatham, I, William Muirhead, Port Warden of the Port of Chatham, New Brunswick, Dominion of Canada, and Robert J. Walls, Pilot Harbour and Shipping Master, proceeded on board the said bark *Josva* for the purpose of holding a survey on hatches and a cargo of salt and sugar.

We found the hatches well tarpaulined and battened and in good condition; also the cargo as far as visible in fair state and not damaged by salt water or in any other manner.

WILLIAM MUIRHEAD,  
*Port Warden.*

ROBERT J. WALLS,  
*Pilot Master.*

## APPENDIX No. 41.

REPORT OF THE PORT WARDEN AT HOPEWELL CAPE, N.B., FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.

HOPEWELL CAPE, December 31, 1902.

To the Honourable  
The Minister of Marine and Fisheries,  
Ottawa.

DEAR SIR,—Inclosed please find annual statement of Port Warden's fees for year ended December 31, 1902. I also report the schooner *Lillie G.* an abandoned wreck. I also report the schooner *Glad Tidings* as a wreck.

Yours, &amp;c.,

HENRY J. BENNETT,  
Port Warden.

## Amount of fees collected for the year ended December 31, 1902 :—

Schooner <i>Ellen M. Mitchell</i> .....	\$12 00
“ <i>Earl of Aberdeen</i> .....	16 00
	<hr/>
	\$28 00

H. J. BENNETT,  
Port Warden.

Schooner *Ellen M. Mitchell* dragged ashore near Grindstone Island in gale of wind. Held surveys and granted certificates.

Schooner *Earl of Aberdeen* collided with schooner in Petitcodiac River and sustained damages. Held surveys and granted certificates.

H. J. BENNETT,  
Port Warden.

HOPEWELL CAPE, December 31, 1902.



## APPENDIX No. 42.

REPORT OF THE PORT WARDEN AT ST. ANDREWS, N.B., FOR THE  
CALENDAR YEAR ENDED DECEMBER 31, 1902.

ST. ANDREWS, N.B., January 5, 1903.

Port Warden's report for all dues collected at the port of St. Andrews, for the  
calendar year ended December 31, 1902 :—

March 27—Survey on schooner <i>Glenosa</i> .....	\$4 50
April — “ pilot boat <i>Cruisoe</i> .....	1 00
Nov. 28— “ schooner <i>Wm. Doran</i> .....	1 00
	<hr/>
	\$6 50

JOHN WREN,  
*Port Warden*

## APPENDIX No. 43.

REPORT OF THE PORT WARDEN AT PRINCE EDWARD ISLAND FOR  
THE CALENDAR YEAR ENDED DECEMBER 31, 1902.PORT WARDEN'S OFFICE,  
PRINCE EDWARD ISLAND, December 31, 1902.F. GOURDEAU, Esq.,  
Deputy Minister of Marine and Fisheries,  
Ottawa.

SIR,—I have the honour to submit my annual report of the business of my office during the past season.

I regret to say that we have had an unusual early close of navigation which prevented more produce being shipped from the island this season.

I am glad to state that all the vessels loaded with grain cargoes for foreign ports have arrived safe at ports of destination.

I have the honour to be, sir,  
Your obedient servant,

H. P. WELSH.

RECEIPTS and Expenditure of the Port Warden's Office, Prince Edward Island, for the  
year ended December 31, 1902.

Date.	Receipts.	Amount.	Date.	Expenditure.	Amount.
1902.		\$ cts.	1902.		\$ cts.
	To fees derived from grain-laden vessels .....	29 00		By expenses of office .....	9 75
	Damaged goods .....	12 00		Commissions to deputies .....	21 00
	Survey on wrecks .....	20 00		Balance .....	106 75
	Other surveys .....	76 00			
		137 50			137 50

I hereby certify the above to be a correct statement.

H. P. WELSH.

CHARLOTTETOWN, P.E.I., December 31, 1902.

## APPENDIX No. 44.

REPORT OF THE PORT WARDEN AT VICTORIA AND ESQUIMALT,  
B.C., FOR THE CALENDAR YEAR ENDED DECEMBER 31, 1902.

VICTORIA, B.C., January 5, 1903.

F. GOURDEAU, Esq.,  
 Deputy Minister of Marine and Fisheries,  
 Ottawa.

SIR,—I have the honour of submitting my annual report as Port Warden for the  
 ports of Victoria and Esquimalt, B.C., for the year ended December 31, 1902.

Amount of fees received for surveys on the hatches of 47 vessels.....	\$235 00
Amount received for surveys on cargoes, hulls, &c .....	402 00
Total fees received.....	<u>\$637 00</u>

I have the honour to be, sir,  
 Your obedient servant,

CHARLES E. CLARKE,  
*Port Warden.*



## APPENDIX No. 45.

## HARBOUR MASTERS.

TABLE showing the names of Ports proclaimed under certain Dominion Acts, the provisions of which are found in Chapter 86, Revised Statutes of Canada, for the appointment of harbour masters; the dates of proclamation; the names of the harbour masters appointed; the dates of the appointment of harbour masters; the amount which each of their salaries is not to exceed; the amount of fees collected by each of them during the calendar year ended December 31, 1902, and the over-plus, if any, paid in to the credit of the Receiver General.

## PROVINCE OF ONTARIO.

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1902.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Collingwood.....	Mar. 3, '77	Andrew Lockerbie.....	Mar. 3, '77	200 00	88 00	.....
Dépôt Harbour.....	June 15, '98	J. F. Pratt.....	May 30, '98	200 00	.....	.....
Fort William.....	July 7, '91	Thos. E. Oakley.....	May 21, '97	400 00	Nil.	.....
French River.....	June 20, '93	E. Borron, jun.....	June 20, '93	200 00	.....	.....
Goderich.....	April 22, '76	William Marlton.....	May 8, '94	300 00	41 50	.....
Meaford.....	July 16, '02	Samuel McClain.....	July 16, '02	200 00	3 50	.....
Midland.....	July 22, '82	John White.....	July 13, '97	200 00	155 00	.....
Parry Sound.....	Mar. 24, '83	John Purvis.....	Oct. 9, '00	200 00	.....	.....
Penetanguishene.....	Feb. 2, '77	Francis Dusome.....	June 3, '81	200 00	20 50	.....
Port Arthur.....	May 12, '84	B. Guerard.....	May 21, '97	200 00	83 00	.....
Port Stanley.....	Jan. 15, '98	Frank E. Shepherd.....	Jan. 15, '98	200 00	.....	.....
Rondeau.....	May 4, '78	W. R. Fellowes.....	Dec. 17, '88	100 00	19 00	.....
Southampton.....	Sept. 13, '75	W. H. Johnston.....	Oct. —, '82	100 00	57 50	.....
Sarnia.....	July 25, '85	Robert McAdam.....	May 3, '86	300 00	.....	.....

## PROVINCE OF QUEBEC.

Amherst.....	Sept. 2, '78	John Cassidy.....	Sept. 2, '78	200 00	13 50	.....
Bersimis.....	July 31, '91	Earl D. Chase.....	July 31, '91	200 00	.....	.....
Carleton.....	Dec. 8, '81	Charles Bernier.....	April 15, '02	200 00	.....	.....
Chicoutimi.....	May 23, '85	Ainsworth Sturton.....	June 8, '86	200 00	.....	.....
Grand Entry.....	Feb. 19, '92	Geo. Rumley.....	Jan. 12, '01	200 00	.....	.....
Grand River.....	April 3, '00	Geo. Beaudin.....	April 3, '00	100 00	22 00	.....
Gaspé.....	Sept. 22, '74	Francis G. Eden.....	" 3, '89	500 00	.....	.....
House Harbour.....	Aug. 9, '87	C. Lafrance.....	Dec. 10, '96	200 00	7 50	.....
Lachine.....	April 19, '80	Vacant.....	.....	.....	.....	.....
Matane.....	Oct. 19, '77	L. J. Levasseur.....	Dec. 12, '96	200 00	48 50	.....
Métis.....	Feb. 7, '78	J. H. Ferguson.....	Mar. 10, '96	200 00	.....	.....
New Carlisle.....	" 25, '89	John Chisholm.....	April 22, '02	200 00	0 50	.....
New Richmond.....	April 3, '82	A. P. X. Cormier.....	" 22, '02	200 00	28 00	.....
Nouvelle.....	Jan. 3, '03	Joseph Casey.....	Jan. 3, '03	200 00	.....	.....
Oak Bay.....	Mar. 22, '80	Vacant.....	.....	200 00	.....	.....
Paspébiac.....	May 22, '77	W. L. Kempffer.....	Sept. 21, '00	150 00	54 50	.....
Port Daniel.....	Mar. 25, '89	Claude H. Sweetman.....	Mar. 12, '01	200 00	.....	.....
Rimouski.....	" 5, '77	A. P. St. Laurent.....	May 13, '96	200 00	46 00	.....
Rivière Ouelle.....	July 22, '82	Vacant.....	.....	100 00	.....	.....
Rivière du Loup.....	June 19, '00	F. E. Gilbert.....	Oct. 5, '02	100 00	60 00	.....
St. Thomas.....	Dec. 21, '84	L. Dionne.....	" 22, '96	200 00	65 50	.....

2-3 EDWARD VII., A. 1903

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*PROVINCE OF QUEBEC—*Concluded.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1902.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
St. Johns.....	Within the Harbour of Montreal.	G. H. Farrar.....	Mar. 20, '97	500 00	713 50	213 50
Sorel.....		J. A. Proulx.....	June 6, '01	400 00	439 50	39 50
Trois Pistoles.....	Mar. 28, '98	Edouard T. Pettigrew.....	April 11, '99	100 00	19 00	.....

## PROVINCE OF NEW BRUNSWICK.

Alma.....	May	2, '98	Gideon W. Parsons.....	Mar. 2, '98	100 00	3 50	.....
Bathurst.....	"	30, '73	M. T. Daley..	April 21, '96	200 00	82 00	.....
Black's Harbour and Beaver Harbour.....	Sept.	22, '83	E. W. Cross.....	Sept. 22, '83	100 00	.....	.....
Buctouche.....	May	30, '73	H. Hutchinson.....	April 17, '97	100 00	.....	.....
Campbellton.....	"	9, '73	A. J. Venner.....	" 12, '93	200 00	113 00	.....
Campobello.....	"	30, '73	W. E. Sulis.....	Dec. 16, '92	100 00	.....	.....
Cape Tormentine.....	"	7, '95	M. S. Treen.....	May 13, '01	200 00	60 00	.....
Caraguet.....	"	30, '74	X. G. Paulin.....	July 16, '02	150 00	Nil.	.....
Chatham.....	"	30, '73	R. J. Walls.....	April 13, '91	300 00	299 50	.....
Cocagne.....	"	30, '73	H. Bourgeois.....	Mar. 12, '97	100 00	.....	.....
Dalhousie.....	"	30, '73	W. S. Smith.....	" 19, '88	200 00	190 50	.....
Dorchester.....	"	30, '75	James Shea.....	Oct. 25, '00	200 00	24 00	.....
Fairhaven.....	"	30, '01	Alonzo Calder.....	July 30, '01	200 00	18 50	.....
Fredericton.....	"	30, '73	Vacant.....	.....	.....	.....	.....
Grand Manan, North.....	Aug.	22, '89	Newton L. Thomas.....	Oct. 9, '01	100 00	.....	.....
Grand Manan, South.....	"	22, '89	Turner Ingalls.....	May 23, '01	100 00	.....	.....
Gull Rock Channel.....	Jan.	14, '98	Wm. L. Kent.....	Jan. 14, '98	100 00	.....	.....
Great Shemogue.....	May	10, '73	Vacant.....	.....	100 00	.....	.....
Harvey.....	"	30, '73	Jas. E. Bishop.....	June 22, '97	100 00	42 50	.....
Heron Channel.....	July	15, '97	Duncan Robertson.....	July 15, '97	200 00	51 00	.....
Hillsborough.....	May	30, '73	John O'Shaughnessy.....	April 13, '98	100 00	143 50	.....
Hopewell Cape.....	Aug.	25, '91	John H. Christopher.....	June 26, '99	200 00	40 50	.....
Ledge of St. Stephens.....	May	30, '73	W. McBean.....	" 12, '94	100 00	.....	.....
Letete, &c.....	Sept.	22, '83	Jacob Cook.....	Nov. 26, '97	100 00	7 00	.....
Little Shippegan and Miscou Gully.....	April	19, '86	Donald Harper.....	April 19, '86	100 00	.....	.....
Little Shemogue.....	Sept.	5, '88	Vacant.....	.....	100 00	.....	.....
Moncton.....	May	30, '73	T. J. Coffey.....	April 12, '02	200 00	5 50	.....
Musquash.....	Mar.	26, '74	J. McNulty.....	Sept. 28, '96	100 00	13 00	.....
Newcastle.....	May	30, '73	John Niven.....	July 7, '73	300 00	116 50	.....
North Joggins.....	"	30, '73	Vacant.....	.....	.....	.....	.....
Port Elgin and Bay Verte.....	Feb.	6, '73	Andrew Grant.....	May 7, '01	200 00	6 50	.....
Pokemouche.....	July	7, '83	M. Landry.....	" 13, '01	100 00	Nil.	.....
Richibucto.....	May	30, '73	James Alexander Jardine.....	" 11, '74	200 00	.....	.....
Rockland.....	"	30, '73	Vacant.....	.....	.....	.....	.....
Sackville.....	"	30, '73	John A. Bowser.....	Aug. 8, '98	200 00	.....	.....
St. Andrew's.....	"	30, '73	John Wren.....	May 6, '84	100 00	101 00	1 00
St. George.....	"	30, '73	Geo. W. McKenzie.....	" 10, '00	100 00	12 00	.....
St. Martin and Quaco.....	"	14, '74	J. R. McDonough.....	July 16, '02	100 00	16 50	.....
Shediac.....	"	30, '75	Alexander McQueen.....	May 19, '76	300 00	63 50	.....
Shippegan.....	"	30, '73	Auguste Robichaud.....	Mar. 29, '01	100 00	.....	.....
Tracadie.....	July	9, '75	Theodore Savoy.....	Sept. 23, '99	100 00	9 00	.....
Waterside.....	Sept.	3, '89	W. C. Anderson.....	May 24, '01	100 00	1 00	.....
West Isles.....	July	30, '01	B. Simpson.....	Sept. 27, '01	200 00	.....	.....

## PROVINCE OF NOVA SCOTIA.

Abbot's Harbour.....	May	23, '01	F. U. D'Entremont.....	May 23, '01	200 00	5 00	.....
Advocate.....	"	10, '80	Wm. Mills.....	Mar. 17, '99	100 00	.....	.....

## SESSIONAL PAPER No. 23

TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*PROVINCE OF NOVA SCOTIA—*Continued.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not to exceed.	Amount collected in 1902.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Annapolis.....	Feb. 25, '75	John Lindgren.....	July 7, '98	200 00	53 00	.....
Apple River.....	Aug. 5, '86	Robt. D. Field.....	Sept. 9, '90	200 00	35 50	.....
Arichat.....	April 22, '79	B. Gerrior.....	May 23, '01	200 00	32 50	.....
Baddeck.....	Sept. 15, '75	Alex. McAulay.....	Dec. 10, '90	100 00	.....	.....
Barrington.....	April 1, '81	B. Kenney.....	July 6, '93	200 00	16 50	.....
Bayfield.....	July 11, '79	John McDonald.....	" 11, '79	200 00	Nil.	.....
Bay St. Lawrence.....	April 21, '87	G. Zwicker.....	April 21, '87	200 00	.....	.....
Bear River.....	Sept. 22, '74	Wm. McFadden.....	Sept. 27, '97	100 00	31 50	.....
Beaver Harbour.....	July 5, '80	Henry Hawbolt.....	" 22, '88	100 00	7 00	.....
Big Harbour.....	June 9, '83	Donald McKenzie.....	May 28, '83	100 00	Nil.	.....
Bridgewater.....	May 6, '74	William Oakes.....	Jan. 28, '96	100 00	68 50	.....
Bras d'Or including New Campbellton.....	" 6, '74	Wm. Livingstone.....	Feb. 13, '94	200 00	11 00	.....
Cape Canso.....	June 6, '76	William A. H. Oliver.....	Mar. 2, '99	100 00	123 50	23 50
Cape Negro or North East Harbour.....	May 18, '81	A. D. Perry.....	May 18, '81	200 00	13 50	.....
Chester.....	Sept. 8, '83	A. P. Corkum.....	July 8, '96	100 00	7 00	.....
Cheticamp.....	April 15, '76	Fulgence Aucoin.....	April 15, '76	100 00	.....	.....
Clark's Harbour.....	June 1, '81	J. B. Brannen.....	June 1, '81	200 00	4 50	.....
Clementsport.....	May 1, '77	J. M. LeCain.....	Oct. 18, '98	150 00	9 00	.....
County Line to Grand Narrows.....	May 28, '83	Vacant.....	.....	.....	.....	.....
Crow Harbour.....	Sept. 30, '88	A. F. Ehler.....	Aug. 30, '97	100 00	.....	.....
D'Escouse.....	Jan. 23, '85	Michael Martell.....	April 22, '02	100 00	5 50	.....
Digby.....	Feb. 19, '78	Howard Anderson.....	June 19, '02	200 00	43 50	.....
East Bay.....	Aug. 25, '83	Donald McInnis.....	April 5, '86	100 00	.....	.....
Fourchie.....	May 22, '89	Neil MacLean.....	May 22, '89	100 00	3 00	.....
Gaberouse.....	Mar. 3, '79	John Wm. Hardy.....	Nov. 2, '86	100 00	1 00	.....
Glasgow and Cape Breton Pier, Sydney.....	Oct. 30, '80	Angus McQuarrie.....	Oct. 30, '80	300 00	68 50	.....
Guysboro.....	Jan. 15, '89	Archibald M. Peart.....	Feb. 11, '02	100 00	7 00	.....
Halifax.....	No proclamation required by Act.....	J. E. Butler.....	Sept. 21, '93	1,800 00	1,521 00	.....
Hantsport.....	June 7, '84	Wm. McCulloch.....	Jan. 17, '02	225 00	276 00	50 75
Ingonish, North Bay of.....	Mar. 24, '81	John Jackson.....	April 25, '02	200 00	.....	.....
" South ".....	Oct. 9, '84	James Doucette.....	" 30, '01	100 00	22 10	.....
Ingram River.....	Feb. 18, '00	Rand. Gibbons.....	Feb. 18, '00	100 00	.....	.....
International Pier, Sydney.....	" 30, '80	Michael J. Neville.....	Oct. 30, '80	300 00	619 00	319 00
Isaac's Harbour.....	" 30, '89	Thomas D. Cook.....	June 19, '00	100 00	21 50	.....
Jeddore.....	Sept. 20, '90	Wm. Jennox.....	Sept. 20, '90	100 00	9 50	.....
Jordan Bay.....	Oct. 25, '76	Freeman Thorburn.....	Mar. 11, '01	150 00	20 00	.....
Kelly Cove.....	Feb. 17, '99	Jos. B. Huskins.....	Feb. 17, '99	100 00	.....	.....
LaHave or Getson's Cove.....	" 25, '75	George Henry Zwicker.....	" 25, '75	300 00	39 50	.....
L'Ardoise, Upper and Lower.....	Aug. 29, '84	George Burke.....	Aug. 29, '84	100 00	1 50	.....
Lingan.....	July 12, '81	Thomas Laffin.....	July 12, '81	200 00	.....	.....
Liscomb.....	May 18, '81	Lewis Wilson.....	Feb. 20, '00	200 00	53 50	.....
Little Bras d'Or Lake between McKay's Point and Grand Narrows.....	April 25, '84	Daniel Campbell.....	April 17, '99	100 00	.....	.....
Little Bras d'Or Lake from McKay's Point to Washadebuck River.....	" 25, '84	Alex. J. McNeil.....	" 25, '84	100 00	.....	.....
Little Glace Bay.....	July 23, '74	E. Douglas Rigby.....	May 8, '84	200 00	7 00	.....
Little Narrows to Cranberry Point.....	June.....	K. McLennan.....	Nov. 1, '97	100 00	.....	.....
Liverpool.....	Jan. 19, '77	Isaac V. Dexter.....	Oct. 7, '99	200 00	.....	.....
Lockeport.....	May 18, '81	E. A. Capstick.....	May 18, '81	200 00	.....	.....
Louisbourg.....	Mar. 17, '79	H. C. V. Lavatte.....	Oct. 13, '98	200 00	.....	.....



TABLE showing the names of Ports proclaimed under the Dominion Acts, &c.—*Con.*PROVINCE OF NOVA SCOTIA—*Continued.*

Name of Port.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of official salary not to exceed.	Amount collected in 1902.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Lunenburg .....	Dec. 3, '75	John Loye .....	Dec. 10, '96	150 00	147 50	
Mabou .....	June 23, '80	John McInnis .....	July 11, '90	100 00	2 00	
Mahone Bay .....	May 16, '87	J. A. Mader .....	Jan. 21, '01	200 00	29 50	
McNair's Cove .....	Mar. 8, '75	Ronald McEachen .....	Mar. 8, '75	150 00		
Main à Dieu .....	July 21, '86	Vacant .....				
Marble Mountain .....	" 26, '92	D. Macdonald .....	July 26, '92	200 00	3 50	
Margaretsville .....	Mar. 26, '78	Robert Early .....	Mar. 26, '78	100 00		
Margaret's Bay .....	July 9, '75	Henry C. Garrison .....	Dec. 14, '01	100 00	11 00	
Margaree .....	June 5, '86	Nicholas Deagle .....	Feb. 27, '93	100 00		
Marie Joseph .....	Jan. 23, '95	John Davis .....	Jan. 23, '95	100 00		
Merigonish .....	Mar. 26, '78	D. McGregor .....	Mar. 22, '93	100 00	2 50	
Meteghan Harbour .....	June 8, '97	B. F. Robichaud .....	June 8, '97	100 00	16 50	
Meteghan River .....	Feb. 10, '83	L. A. Comeau .....	" 1, '97	100 00		
Musquodoboit .....	May 19, '82	David Williams .....	May 19, '82	100 00	5 50	
New Haven .....	June 9, '83	H. A. McLeod .....	Aug. 17, '89	100 00		
Neil's Harbour .....	April 11, '76	A. Hayman .....	May 28, '83	100 00		
Northport .....	June 27, '82	John M. Burns .....	June 27, '82	100 00	23 50	
North-west Cove, Coleman's Cove and Aspetogen Harbour .....	Dec. 29, '76	P. Bontillier .....	June 30, '92	200 00		
Parishboro .....	Oct. 23, '73	R. T. Smith .....	April 30, '01	300 00	275 50	
Petit de Grat .....	June 5, '95	S. Boudrot .....	June 5, '95	200 00	7 50	
Petite Rivière Bridge .....	July 7, '83	John Nelson Parks .....	April 27, '88	100 00		
Plaster Harbour .....	May 6, '74	Vacant .....				
Port George .....	" 1, '77	Charles B. Weaver .....	May 1, '77	150 00		
Port Greville .....	Mar. 5, '80	Wm. Cochrane .....	Oct. 26, '98	200 00	41 50	
Port Hawkesbury .....	July 9, '75	Daniel Henesey .....	July 9, '75	200 00	129 50	
Port Hood .....	" 9, '75	John H. Murphy .....	" 9, '75	200 00	6 00	
Port la Tour .....	April 14, '81	Wm. Shelds .....	Feb. 15, '98	200 00		
Port Lorne .....	Mar. 13, '86	Freeman Beardsley .....	June 9, '97	200 00	2 00	
Port Maitland .....	May 26, '85	Josiah Ellis .....	Dec. 10, '96	200 00		
Port Morien .....	Mar. 3, '79	Hector McDonald .....	Mar. 3, '79	400 00	10 50	
Port Mulgrave .....	" 6, '76	James McKay .....	May 1, '93	200 00	17 00	
Port Medway .....	June 25, '79	S. Manthorn .....	Feb. 2, '99	260 00		
Pubnico .....	Sept. 27, '82	D. Q. Ambeau .....	Sept. 27, '82	100 00	42 50	
Pugwash .....	Oct. 22, '73	C. T. DeWolfe .....	May 6, '95	100 00	57 00	
Ritcey's Cove .....	Sept. 29, '84	T. J. C. Creaser .....	Jan. 8, '01	100 00	34 50	
River Bourgeoise .....	April 19, '86	E. C. Bouchie .....	April 19, '86	100 00	4 50	
River John .....	Mar. 26, '78	H. Campbell .....	June 11, '91	100 00	0 50	
St. Ann's .....	Dec. 29, '00	George Fader .....	Dec. 29, '00	200 00	14 00	
St. Mary's River .....	May 18, '81	John P. Burns .....	Dec. 23, '01	200 00	24 00	
St. Peter's .....	Jan. 24, '81	Peter McNeil .....	Sept. 17, '83	200 00	95 50	
Sambro .....	Dec. 23, '79	Ben Smith .....	May 27, '90	200 00	22 00	
Sheet Harbour .....	May 14, '74	H. Hall .....	April 13, '98	200 00		
Shelburne .....	Aug. 27, '77	John C. Morrison .....	May 4, '97	200 00	151 00	
Ship Harbour .....	June 2, '84	Conrad Marks .....	June 2, '84	100 00	43 50	
Spencer's Island .....	May 22, '99	Baxter McLellan .....	May 22, '99	100 00		
Tangier .....	Nov. 14, '01	Chas. A. Hilschey .....	Nov. 14, '01	200 00	6 00	
Tatamagouche .....	Feb. 27, '78	Wm. Rielly .....	June 1, '00	200 00		
Tidnish .....	Aug. 10, '89	Manford Oxley .....	Oct. 22, '01	100 00	13 50	
Tiverton .....	April 3, '00	Joel Blackford .....	April 3, '00	100 00	3 00	
Torbay and Whitehaven .....	Mar. 18, '81	Andrew Haley .....	Dec. 10, '97	200 00		
Tusket .....	Mar. 1, '75	Charles W. Hatfield .....	Mar. 7, '87	100 00		
Tusket Wedge .....	Dec. 19, '99	James LeBlanc .....	Mar. 16, '01	100 00	68 50	
Victoria Pier, South Bar, Sydney .....	July 25, '84	Ernest Richardson .....	Nov. 1, '97	200 00		
Wallace .....	Oct. 22, '73	James D. Patton .....	Feb. 14, '96	100 00	8 00	
West Arichat .....	Aug. 20, '90	A. B. Poirier .....	Oct. 7, '96	100 00	17 50	
West Bay .....	May 8, '84	John McInnis .....	May 8, '84	100 00	1 50	
West Port .....	Mar. 8, '98	Geo. Welsh .....	Jan. 29, '98	200 00	21 50	
Weymouth .....	May 21, '94	R. Payson .....	May 29, '97	200 00	35 00	
Whycocomagh .....	Oct. 8, '75	Neil McKinnon .....	Oct. 8, '75	100 00	Nil.	

## SESSIONAL PAPER No. 23

TABLE showing the names of the Ports proclaimed under the Dominion Acts, &c.—*Con.*PROVINCE OF NOVA SCOTIA—*Concluded.*

Name of Ports.	Date of Proclamation.	Name of Harbour Master.	Date of Appointment.	Amount from the fees of office salary not exceed.	Amount collected in 1902.	Amount paid over to Receiver General.
				\$ cts.	\$ cts.	\$ cts.
Wolfville.....	Aug. 16, '01	J. L. Franklin..	Aug. 16, '01	100 00	.....	8 50
Wood's Harbour.....	Feb. 19, '92	S. K. Woods.....	Feb. 19, '92	200 00	16 50	.....
Yarmouth.....	Mar. 1, '75	Ebenezer Scott.....	Oct. 19, '77	250 00	222 50	.....

## PROVINCE OF PRINCE EDWARD ISLAND.

Alberton.....	June 17, '74	John Kingh.....	July 30, '01	200 00	.....	.....
Bay Fortune.....	April 10, '75	John R. Coffin.....	April 29, '78	200 00	.....	.....
Brudenell.....	July 25, '85	Vacant.....	.....	200 00	.....	.....
Cape Traverse.....	May 23, '84	".....	.....	100 00	.....	.....
Cardigan River, including Cardigan Bridge..	July 2, '78	Hercules McDonald.....	July 2, '78	200 00	.....	.....
Cardigan River, from head of river to north bank Mitchell River..	May 16, '78	Joseph Livingstone.....	Nov. 14, '01	100 00	4 00	.....
Cove Head.....	" 15, '80	James D. McMillan.....	May 15, '80	100 00	.....	.....
Charlottetown and Hillsboro River.....	June 17, '74	David Small.....	Feb. 19, '77	400 00	130 00	.....
Crapaud.....	" 17, '74	Wesley Myers.....	June 17, '74	200 00	2 50	.....
Egmont Bay.....	" 17, '74	George Bollum.....	Nov. 3, '85	200 00	Nil.	.....
Georgetown.....	" 17, '74	Samuel James Hemphill.....	Sept. 27, '01	200 00	37 50	.....
Grand River.....	April 10, '75	Wm. Chas. Jenkins.....	May 4, '97	200 00	.....	.....
Grand River, down to and including Poplar Point and Chapel Wharf....	May 16, '79	Vacant.....	.....	200 00	.....	.....
Malpeque.....	June 20, '74	J. Champion.....	Dec. 10, '96	200 00	.....	.....
Miminegash.....	April 12, '80	Martin Hustler.....	Jan. 25, '01	100 00	.....	.....
Montague Bridge.....	June 7, '74	Welton Porter.....	April 7, '97	200 00	18 50	.....
Murray Harbour.....	" 7, '74	Wm. Miller.....	June 17, '74	200 00	.....	.....
Murray River.....	May 16, '79	Geo. McLeod.....	Feb. 9, '97	200 00	6 00	.....
New London.....	June 17, '74	Wm. Bell.....	Aug. 25, '96	200 00	.....	.....
Pinette.....	" 17, '74	Daniel McAulay.....	Dec. 18, '97	200 00	.....	.....
Port Hill.....	" 17, '74	W. C. Brown.....	June 20, '98	200 05	.....	.....
Pownal.....	July 10, '79	Michael Haley.....	Mar. 30, '97	100 00	.....	.....
Rollo Bay.....	April 10, '75	Vacant.....	.....	200 00	.....	.....
Rustico.....	May 5, '75	Felix Buote.....	Mar. 1, '97	200 00	.....	.....
St. Peter's Bay.....	April 10, '75	George Barry.....	May 3, '01	200 00	.....	.....
Souris East and West..	" 10, '75	Wm. McDonald.....	Sept. 21, '99	200 00	.....	.....
Summerside.....	June 17, '74	Wm. Stymest.....	Oct. 20, '97	200 00	51 56	.....
Tignish.....	April 22, '90	Vacant.....	.....	.....	.....	.....
Tracadie.....	May 5, '75	Donald Campbell.....	Aug. 27, '95	200 00	.....	.....
Tryon.....	April 12, '77	Vacant.....	.....	200 00	.....	.....
Vernon River Bridge..	June 17, '74	John Finlay.....	Oct. 9, '84	200 00	Nil.	.....
West River.....	May 5, '75	Vacant.....	.....	200 00	.....	.....
Wood Island.....	" 22, '99	James Young.....	May 22, '99	100 00	.....	.....

## PROVINCE OF BRITISH COLUMBIA.

Chemainus.....	March 2, '97	Lewis G. Hill.....	Mar. 2, '97	200 00	312 50	112 50
Comox.....	April 25, '96	Geo. H. Rowe.....	April 25, '96	200 00	206 50	6 50
Nanaimo and Departure Bay.....	" 26, '76	Harry Cooper.....	Feb. 25, '97	500 00	183 50	.....
New Westminster.....	Jan. 23, '80	Joseph Reichenbach.....	May 15, '01	400 00	85 50	.....
Quadra.....	April 17, '77	Vacant.....	.....	300 00	.....	.....
Vancouver, including Burrard Inlet.....	Feb. 22, '88	Malcolm Mcleod.....	Jan. 14, '97	600 00	585 50	.....
Victoria and Esquimalt.	March 8, '75	C. E. Clarke.....	Nov. 3, '94	600 00	713 50	113 50

F. GOURDEAU, *Deputy Minister Marine and Fisheries*







2-3 EDWARD VII., A. 1903

## STATEMENT showing returns respecting Shipping and Discharging Seamen, &amp;c.—Continued.

## NOVA SCOTIA—Continued.

Name of Port.	Name of County.	Name of Shipping Masters.	For half-year ended June 30, 1902.			For half-year ended December 31, 1902.			Total Seamen Discharged.	Total Seamen Shipped.	Total Seamen Discharged.	Total Amount.
			Seamen Shipping.	Seamen Discharged.	Amount.	Seamen Shipping.	Seamen Discharged.	Amount.				
Hantsport.	Hants.	Collector of Customs.										
Harbour au Bouche.	Antigonish	"										
Harbourville.	King s.	"										
Issac's Harbour	Guyshoro	"										
Jordan Bay.	Shelburne.	M. D. McKenzie.										
Lingan.	Cape Breton.	Mathew Roche.										
Liscomb.	Guyshoro.	Collector of Customs										
Little Bras d'Or.	Cape Breton	"										
Little Glace Bay	"	John Joseph Campbell.										
Liverpool.	Queen's.	I. J. V. Dexter										
Lockeport.	Shelburne	Collector of Customs	167	31	92 80							
Londonderry.	Colche-ster.	"										
Louisburg.	Cape Breton	Wm. Lewis										
Lunenburg.	Lunenburg.	Alfred G. Heister			247 60	250	215	189 50				437 10
Mahone Bay.	"	Collector of Customs										
Main a Dieu.	Cape Breton	"										
Maitland.	Hants.	"										
Margaree.	Inverness.	"										
Margaretsville.	Annapolis	"										
Merigonish.	Pictou.	"										
Meteghan.	Digby	"	55	44	40 70							
Mulgrave.	Guyshoro	"	3	2	2 10	9	11	7 80	12	13	9 90	
North-East Harbour	Shelburne.	"	5	5	2 50				5		2 50	
North Sydney	Cape Breton	Malcolm J. Ross.										
Parrshoro	Cumberland.	D. K. Holmes.	208	176	156 80	339	321	265 80	547	497	422 60	
Pictou.	Pictou.	John Waters.	9	26	12 30	82	79	64 70				
Port Gilbert.	Digby	Collector of Customs										
Port Greville.	Cumberland.	"										
Port Hawkesbury	Inverness.	D. A. McDonald										
Port Hood.	Inverness.	Collector of Customs										
Port la Tour.	Shelburne	"										
Port Lorne.	Annapolis	"										
Port Medway	Queen's.	"										
Port Morion.	Cape Breton	"										







SESSIONAL PAPER No. 23

## APPENDIX No. 47.

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, during the year ended June 30, 1902.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1901.					\$ cts.
3362	July 2.	H. C. V. A. Cartwright	Master.	Belleville, Ont.	Kingston, Ont.	15 00
3363	" 2.	E. F. Sinclair	"	Newcastle, N. B.	Newcastle, N. B.	15 00
3364	" 2.	Hugh Keeping	"	St. Johns, Nfld.	Sydney, C. B.	15 00
3365	" 2.	Eben K. Merriam	"	Port Greville, N. S.	Yarmouth, N. S.	15 00
3366	" 2.	John Stevenson	"	Selkirk, Man.	Selkirk, Man.	15 00
3367	" 2.	Samuel Parsons	"	"	"	15 00
3368	" 2.	R. McDonald	"	Big Bras d'Or, N. S.	Sydney, N. S.	15 00
3369	" 2.	Lawrence Johnstone	"	Wabigoon, Ont.	Wabigoon, Ont.	15 00
3370	" 9.	John P. Ramsey	"	Sault Ste. Marie, Ont.	St. Catharines, O.	15 00
3371	" 9.	A. Bignednoe	Mate.	Georgina, Ont.	"	6 00
3372	" 9.	John S. Segers	Master.	Victoria, B. C.	Victoria, B. C.	15 00
3373	" 9.	Chas. E. Bowden	"	Atlin, B. C.	"	15 00
3374	" 11.	John E. Fulton	"	Victoria, B. C.	"	15 00
3375	" 13.	Benj. F. Duvey	"	Gravenhurst, Ont.	St. Catharines, O.	15 00
3376	" 13.	Chas. Johnson	"	Arrowhead, B. C.	Victoria, B. C.	15 00
3377	" 13.	Geo. H. Stephens	"	Sydney, C. B., N. S.	Sydney, C. B.	15 00
3378	" 13.	Henry J. Matthews	"	Lakeport, Ont.	St. Catharines, O.	15 00
3379	" 13.	Louis Bouchot	"	Arichat, N. S.	Sydney, C. B.	15 00
3380	" 18.	A. Marchildon	Master's per.	Sturgeon Falls, Ont.	Ottawa, Ont.	5 00
3381	" 19.	Milton Pearce	Master.	Parry Harbour, Ont.	St. Catharines, O.	15 00
3382	" 19.	Rupert Wry	"	Sackville, N. B.	Yarmouth, N. S.	15 00
3383	" 19.	Louis Daigneault	"	Beauharnois, P. Q.	Kingston, Ont.	15 00
3384	" 19.	George C. McKeen	"	New Westminster, B. C.	Vancouver, B. C.	15 00
3385	" 23.	James Sparks	"	Vancouver, B. C.	"	15 00
3386	" 23.	Hiram F. Boisbin	Mate.	Picton, Ont.	Kingston, Ont.	6 00
3387	" 23.	George R. Dulmage	"	"	"	6 00
3388	" 24.	A. H. Thornburn	Master.	Gore Bay, Ont.	Spanish River, O.	15 00
3389	" 24.	Oscar Lalonde	"	Windsor, Ont.	St. Catharines, O.	15 00
3390	" 24.	Omer Mireault	Master's per.	Dryden, Ont.	Dryden, Ont.	5 00
3391	" 24.	John Bedard	Mate.	Gananoque, Ont.	Kingston, Ont.	6 00
3392	" 24.	Reuben Rorabeck	"	South Bay, Ont.	"	6 00
3393	" 30.	E. J. Smith	Master.	Victoria, B. C.	Victoria, B. C.	15 00
3394	" 30.	John Hudgin	"	Solmesville, Ont.	Kingston, Ont.	15 00
3395	" 30.	James A. Herring	"	Pelee Island, Ont.	"	15 00
3396	" 30.	Nap. Mallette	"	Rigaud, P. Q.	Ottawa, Ont.	15 00
3397	" 30.	A. L. Carney	Mate.	Sault Ste. Marie, Ont.	St. Catharines, O.	6 00
3398	" 30.	Anthony Forsythe	Master.	Vancouver, B. C.	Vancouver, B. C.	15 00
3399	Aug. 1.	Maynard Fielden	"	Hantsport, N. S.	Yarmouth, N. S.	15 00
3400	" 6.	H. H. Carlsson	"	Vancouver, B. C.	Vancouver, B. C.	15 00
3401	" 6.	Wm. T. Windsor	"	Callender, Ont.	St. Catharines, O.	15 00
3402	" 6.	Frank Vickery	Mate.	Yarmouth, N. S.	Yarmouth, N. S.	6 00
3403	" 6.	Chas. E. Millard	Master.	Sarnia, Ont.	St. Catharines, O.	15 00
3404	" 6.	Joseph H. Smith	"	Belleville, Ont.	Kingston, Ont.	15 00
3405	" 9.	Joseph Villeux	"	Almaville, P. Q.	Quebec, P. Q.	15 00
3406	" 9.	A. Bodiley	"	Victoria, B. C.	Victoria, B. C.	15 00
3407	" 9.	Geo. Davy	Mate.	Kingston, Ont.	Kingston, Ont.	6 00
3408	" 9.	F. X. Lafrance	Master.	Beauharnois, P. Q.	"	15 00
3409	" 9.	Harry Leslie	"	Port Colborne, Ont.	St. Catharines, O.	15 00
3410	" 9.	Chas. F. Winters	Mate.	Victoria, B. C.	Victoria, B. C.	6 00
3411	" 9.	Henry Redfearn	Master.	Brighton, Ont.	St. Catharines, O.	15 00
3412	" 9.	Alonzo Coburn	"	Summersville, N. S.	Yarmouth, N. S.	15 00
3413	" 9.	Amos Sabean	"	Port Medway, N. S.	"	15 00
3414	" 19.	Louis A. Moore	"	North Sydney, N. S.	Sydney, N. S.	15 00
3415	" 27.	Roger Stehelin	Mate.	Weymouth, N. S.	Yarmouth, N. S.	6 00
3416	" 27.	Peter L. Calder	Master.	Fort Francis, Ont.	Fort Francis, O.	15 00
3417	" 27.	John Hunt	"	Nepigon, Ont.	Port Arthur, O.	15 00
3418	" 27.	Duncan Fraser	"	Fort Francis, Ont.	Fort Francis, O.	15 00

2-3 EDWARD VII., A. 1903

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, &c.—Continued.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1901.					\$ cts.
3419	Aug. 27.	R. Chamberlain	Master.	Mount Pleasant, B.C.	Vancouver, B.C.	15 00
3420	" 27.	H. Dignault	Mate.	Melocheville, P.Q.	Kingston, Ont.	6 00
3421	" 27.	Henry Gagnon	Master.	Murray Bay, P.Q.	Quebec, P.Q.	15 00
3422	" 27.	Alex. Clark	"	Salmon Point, P.Q.	Kingston, Ont.	6 00
3423	" 27.	Samuel Forrest	"	Fort William, Ont.	Port Arthur, O.	15 00
3424	" 27.	Angus Morrison	"	Port Arthur, Ont.	"	15 00
3425	" 27.	Wm. E. Gasner	"	Belle Isle, N.S.	Yarmouth, N.S.	15 00
3426	" 27.	Edgar E. Sanford	"	Summerville, N.S.	"	15 00
3427	" 27.	P. Villeneuve	"	Rat Portage, Ont.	Rat Portage, O.	15 00
3428	" 27.	J. Cournoyer	"	Sorel, Que.	Quebec, Que.	15 00
3429	" 27.	F. B. Ely	"	Warton, Ont.	St. Catharines, O.	15 00
3430	" 27.	Felix P. Graveline	"	Amherstburg, Ont.	"	15 00
3431	" 27.	Pierre Millette	"	Sorel, Que.	Quebec, Que.	15 00
3432	" 27.	Nathan A. Beach	Master's per	Rock Island, Que.	Ottawa, Ont.	5 00
3433	" 27.	George Poole	"	Poole's Resort, Ont.	Kingston, Ont.	5 00
3434	" 27.	John S. Rafuse	"	Conquerall, N.S.	Lunenburg, N.S.	15 00
3435	Sept. 17.	Thos. R. Hull	" per.	Clarina, Ont.	Ottawa, Ont.	5 00
3436	" 17.	John D. Watson	"	New Westminster, B.C.	N. Westminster.	15 00
3437	" 17.	M. McDonald	"	Goderich, Ont.	Kingston, Ont.	15 00
3438	" 17.	Pitre Tremblay	"	Malbaie, Que.	Quebec, Que.	15 00
3439	" 17.	Douglas Clark	"	Como, Que.	Ottawa, Ont.	15 00
3440	" 17.	Alderick Latour	Mate.	St. Ignace, Que.	Quebec, Que.	6 00
3441	" 17.	Howard S. Arenbury	"	Petite Rivière, N.S.	Halifax, N.S.	6 00
3442	" 17.	Wilson Smith	Master.	New Carlisle, Que.	"	15 00
3443	" 23.	James E. Smith	"	Kingston, Ont.	Ottawa, Ont.	15 00
3444	" 23.	Richard Cluston	"	Derby, N.B.	New Castle, N.B.	15 00
3445	" 24.	Robt D. Reynolds	"	Annapolis, N.S.	Yarmouth, N.S.	15 00
3446	" 27.	S. Shipman	"	Richard's Landing Ont.	St. Catharines, O.	15 00
3447	" 27.	Peter Campbell	"	Gravenhurst, Ont.	"	15 00
3448	" 27.	John F. Williams	"	Beach Point, P.E.I.	Yarmouth, N.S.	15 00
3449	Oct. 2.	Robert J. Armstrong	Mate	Victoria, B.C.	Victoria, B.C.	6 00
3450	" 2.	W. McFarland	"	Nelson, B.C.	"	6 00
3451	" 2.	J. E. Bodwell	"	Yarmouth, N.S.	Yarmouth, N.S.	6 00
3452	" 2.	Melvin Hagan	Master.	Rockport, N.B.	"	15 00
3453	" 2.	David Caddell	"	New Westminster, B.C.	N. Westminster.	15 00
1902.						
3454	Mar. 21.	Arch'd Fomestall	Mate.	Mulgrave, N. S.	Sydney, N.S.	6 00
1901.						
3455	Oct. 4.	Peter Haines	"	Cornwall, Ont.	Ottawa, Ont.	6 00
3456	" 4.	Wm. M. F. McGregor	Master.	Windsor, Ont.	St. Catharines, O.	15 00
3457	" 4.	Chas. L. D. Sims	"	Little Current, Ont.	"	15 00
3458	" 4.	W. H. Peacock	"	Port Hope, Ont.	"	15 00
3459	" 4.	John C. Brown	"	St. John, N.B.	Yarmouth, N.S.	15 00
3460	" 7.	F. E. Hall	Mate.	L'Orignal, Ont.	Kingston, Ont.	6 00
3461	" 7.	George T. Dobson	Master.	Southampton, Ont.	"	15 00
3462	" 7.	G. F. Holmes	"	Victoria, B.C.	Victoria, B.C.	15 00
3463	" 7.	Ang. Haycock	"	Westport, N.S.	Yarmouth, N.S.	15 00
3464	" 9.	Sydney Smith	"	Little Current, Ont.	St. Catharines, O.	15 00
3465	" 9.	Vincent T. Comeau	"	Meteghan, N.S.	Yarmouth, N.S.	15 00
3466	" 9.	John Hastie	"	Sheguindah, Algoma, O.	St. Catharines, O.	15 00
3467	" 9.	James Dustan	Mate.	Toronto, Ont.	"	6 00
3468	" 10.	Geo. E. Finley	Master.	St. John, N.B.	Yarmouth, N.S.	15 00
3469	" 10.	Wm. John Wilson	" per.	Isherwood, Ont.	Fort Frances, O.	5 00
3470	" 10.	N. Simoneau	"	Kiskisink, Que.	Quebec, Que.	5 00
3471	" 24.	Frank Peterson	"	Rat Portage, Ont.	Rat Portage, Ont.	15 00
3472	" 24.	A. M. Fraser	"	New Westminster, B.C.	N. Westminster.	15 00
3473	" 24.	F. W. Foreshe	"	Little Current, Ont.	St. Catharines, O.	15 00
3474	" 24.	R. Keating	"	Port Mulgrave, N.S.	Sydney, N.S.	15 00
3475	" 24.	A. Baillargeon	"	Windsor, Ont.	St. Catharines, O.	15 00
3476	" 24.	T. J. Stockwell	"	Leamington, Ont.	Kingston, Ont.	15 00
3477	" 24.	Carl A. Karlson	Mate.	Toronto, Ont.	"	6 00
3478	" 29.	R. N. Sanders	"	Goderich, Ont.	St. Catharines, O.	6 00
3479	" 29.	Roy W. Troop	Master.	Arrowhead, B.C.	Victoria, B.C.	15 00
3480	" 29.	F. T. Roberts	Mate.	Victoria, B.C.	"	6 00



## SESSIONAL PAPER No. 23

## LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, &amp;c.—Continued.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination passed.	Fee.
	1901.					\$ cts.
3481	Oct. 29.	John A. O'Brien.....	Master.....	Vancouver, B.C.....	Vancouver, B.C.	15 00
3482	" 29.	John Manns.....	Mate.....	Nelson, B.C.....	Victoria, B.C....	6 00
3483	" 29.	Chas. Toupin.....	".....	Hamilton, Ont.....	St. Catharines, O	6 00
3484	" 29.	R. S. Misener.....	Master.....	Sarnia, Ont.....	" "	15 00
3485	Nov. 4.	Arthur P. McKeil.....	".....	St. John, N.B.....	St. John, N.B....	15 00
3486	" 4.	Geo. E. Keyes.....	Mate.....	Wolfe Island.....	Kingston, Ont.....	6 00
3487	" 4.	W. E. Johnson.....	Master.....	Middleton, N.S.....	Yarmouth, N.S....	15 00
3488	" 4.	Geo. H. McKenzie.....	".....	Little Current, Ont.....	St. Catharines, O	15 00
3489	" 4.	Alden H. Peck.....	".....	Hopewell, Albert Co., N.B.	Yarmouth, N.S....	15 00
3490	" 4.	L. A. Rooney.....	".....	Lower LaHave, N.S.....	Lunenburg, N.S....	15 00
3491	" 4.	Percy T. Roberts.....	".....	Beaver Mills, Ont.....	Rat Portage, Ont	15 00
3492	" 7.	Frank Barkhouse.....	".....	Kingsport, N.S.....	Yarmouth, N.S....	15 00
3493	" 7.	J. Lacouture.....	Mate.....	St. Ours, Que.....	Quebec, Que.....	6 00
3494	Nov. 7.	L. H. Lapierre.....	Master.....	Levis, P.Q.....	Quebec, P.Q.....	15 00
3495	" 7.	G. Macumber.....	".....	Cheverie, N.S.....	Yarmouth, N.S....	15 00
3496	" 7.	E. C. Tripp.....	".....	Mine Center, Ont.....	Mine Center, O....	5 00
3497	" 7.	Frank J. Hill.....	Mate.....	Collingwood, Ont.....	St. Catharines, O	6 00
3498	" 7.	W. A. Inness.....	Master.....	Liverpool, N.S.....	Yarmouth, N.S....	15 00
3499	" 14.	Saml. James Newman.....	".....	Kingston, Ont.....	Kingston, Ont.....	15 00
3500	" 14.	James S. Bonar.....	".....	Cornwall, Ont.....	"	15 00
3501	" 20.	George Roberts.....	Mate.....	Victoria, B.C.....	Victoria, B.C....	6 00
3502	" 21.	W. J. McDonald.....	Master.....	Pilot Bay, B.C.....	"	15 00
3503	" 22.	Geo. T. Annett.....	".....	Peninsula, Gaspé, P.Q.	Quebec, P.Q.....	15 00
3504	" 27.	Asher Knowlton.....	Mate.....	Parrsboro, N.S.....	Yarmouth, N.S....	6 00
3505	Dec. 6.	D. M. McDonald.....	Master.....	Big Bras d'Or, N.S.....	Sydney, N.S.....	15 00
3506	" 6.	James T. O'Neil.....	".....	Port Medway, N.S.....	Yarmouth, N.S....	15 00
3507	" 7.	S. R. Seifert.....	Mate.....	Barbadoes, W.I.....	"	16 00
3508	" 7.	M. Barsette.....	Master.....	Windsor, Ont.....	St. Catharines, O	15 00
3509	" 9.	Geo. Lawrence.....	".....	Warton, Ont.....	"	15 00
3510	" 16.	Danl. Martin.....	".....	Nanaimo, B.C.....	Victoria, B.C....	15 00
3511	" 16.	John Larimore.....	Mate.....	Nakusp, B.C.....	"	6 00
3512	" 17.	J. McDonald.....	Master.....	Gabarouse, N.S.....	Sydney, N.S.....	15 00
3513	" 17.	A. Lafleche.....	".....	St. Jean d'Iberville, P.Q.	Quebec, P.Q.....	15 00
3514	" 17.	W. W. Cabot.....	Mate.....	Grand River, P.Q.....	"	6 00
3515	" 17.	Archie McKinnon.....	".....	Owen Sound, Ont.....	St. Catharines, O	6 00
3516	" 26.	W. Calder.....	".....	Vancouver, B.C.....	Vancouver, B.C....	6 00
3517	" 26.	T. F. Bellmore.....	Master.....	North Sydney, N.S.....	Sydney, N.S.....	15 00
3518	" 26.	M. Palmateur.....	Mate.....	Pictou, Ont.....	Kingston, Ont.....	6 00
3519	" 26.	Aurele Chabot.....	".....	St. Michael de Belle-chasse, P.Q.....	Quebec, P.Q.....	6 00
3520	" 26.	John Lauder.....	".....	Deer Park, Ont.....	Kingston, Ont.....	6 00
3521	" 26.	Danl. L. Rafuse.....	Master.....	Bridgewater, N.S.....	Yarmouth, N.S....	15 00
3522	Jan. 3.	Simon A. Wilband.....	".....	Vancouver, B.C.....	Vancouver, B.C....	15 00
3523	" 9.	Joshua Whittle.....	".....	Charlottetown, P.E.I.	Sydney, C.B.....	15 00
3524	" 10.	Percival Nye.....	Mate.....	Vancouver, B.C.....	Vancouver, B.C....	6 00
3525	" 10.	Wm. Hunter.....	Master.....	Sarnia, Ont.....	St. Catharines, O	15 00
3526	" 11.	John A. McIntosh.....	".....	French River, Ont.....	"	15 00
3527	" 11.	R. X. Giroux.....	".....	Sarnia, Ont.....	St. Catharines, O	15 00
3528	" 21.	L. E. Donnelly.....	".....	Kingston, Ont.....	Kingston, Ont.....	15 00
3529	" 21.	M. Matheson.....	".....	New Westminster, B.C.	N. Westminster....	15 00
3530	" 21.	George Gray.....	".....	Vancouver, B.C.....	Victoria, B.C....	15 00
3531	" 21.	James T. Aikman.....	".....	Montreal, P.Q.....	Kingston, Ont.....	15 00
3532	" 22.	Anderson.....	".....	Victoria, B.C.....	Victoria, B.C....	15 00
3533	" 23.	John Richardson.....	Mate.....	Victoria, B.C.....	"	6 00
3534	" 23.	R. P. Roberts.....	Master.....	Chemainus, B.C.....	"	15 00
3535	" 29.	S. J. Carson.....	Mate.....	Collingwood, Ont.....	St. Catharines, O	6 00
3536	" 29.	A. M. Fisher.....	Master.....	Louisburg, N.S.....	Sydney, N.S.....	15 00
3537	" 29.	Z. E. Porter.....	Mate.....	The Wedge, N.S.....	Yarmouth, N.S....	6 00
3538	" 29.	Chas. F. Baker.....	".....	Nattawa, Ont.....	St. Catharines, O	6 00
3539	" 29.	F. H. Reid.....	Master.....	Fort Langley, B.C.....	Vancouver, B.C....	15 00
3540	" 29.	James Bartlett.....	".....	Vancouver, B.C.....	"	15 00
3541	Feb. 3.	H. F. Spinney.....	Mate.....	Yarmouth, N.S.....	Yarmouth, N.S....	6 00
3542	" 3.	John Barbarie.....	Master.....	Vancouver, B.C.....	Vancouver, B.C....	15 00
3543	" 4.	M. McL. Holby.....	".....	Indiantown, St. John, N.B.	Fredericton, N.B.	15 00
3544	" 4.	W. A. Lavigne.....	Mate.....	Midland, Ont.....	St. Catharines, O	6 00
3545	" 11.	James Woolner.....	".....	Collingwood, Ont.....	"	6 00

2-3 EDWARD VII., A. 1903

LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, &c.—*Continued.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1902.					\$ cts.
3546	Feb. 11.	L. R. Firth	Mate.	Jordan Ferry, N.S.	Yarmouth, N.S.	6 00
3547	" 11.	Robt. Fenton	Master.	New Westminster, B.C.	N. Westminster.	15 00
3548	" 11.	Michael Martin	Mate.	Vancouver, B.C.	Vancouver, B.C.	6 00
3549	" 14.	Geo. H. Perry	Master.	St. John, N.B.	Yarmouth, N.S.	15 00
3550	" 14.	Edmund Hicks	Mate.	Vancouver, B.C.	Vancouver, B.C.	6 00
3551	" 14.	Chas. A. Strong	Master.	Port Elgin, Ont.	St. Catharines, O	15 00
3552	" 14.	Eugene McMullen	Mate.	New Westminster, B.C.	Vancouver, B.C.	6 00
3553	" 14.	H. A. Young	"	Vancouver, B.C.	"	6 00
3554	" 14.	Robt. Nicoll	Master.	Collingwood, Ont.	St. Catharines, O	15 00
3555	" 14.	M. F. Griffith	Mate.	Gore Bay, Manitoulin, Ont.	Spanish River, O	6 00
3556	" 14.	John A. McDonald	"	Kaslo, B.C.	Nelson, B.C.	6 00
3557	" 14.	Wm. H. Houghton	"	Slocan City, B.C.	"	6 00
3558	" 14.	Wm. Anderson	"	Kaslo, B.C.	"	6 00
3559	" 14.	A. J. Harris	"	Vancouver, B.C.	Vancouver, B.C.	6 00
3560	" 14.	Robt. K. Turner	"	Victoria, B.C.	Victoria, B.C.	6 00
3561	" 14.	S. Carson	Master.	Collingwood, Ont.	St. Catharines, O	15 00
3562	Mar. 1.	E. Hollingshead	Mate.	"	"	6 00
3563	" 1.	Geo. A. Patton	"	"	"	6 00
3564	" 1.	M. Parks	Master.	Getson's Point, N.S.	Lunenburg, N.S.	15 00
3565	" 1.	John McLeod	Mate.	Slocan, B.C.	Nelson, B.C.	6 00
3566	" 1.	St. C. Geldert	Master.	Lunenburg, N.S.	Lunenburg, N.S.	15 00
3567	" 1.	F. C. Strafford	"	Victoria, B.C.	Victoria, B.C.	15 00
3568	" 1.	Dosite Doucette	"	Mavilette, Digby, N.S.	Yarmouth, N.S.	15 00
3569	" 1.	C. E. Cummings	"	Kingston, Ont.	Kingston, Ont.	15 00
3570	" 1.	A. Gilchrist	Mate.	Owen Sound, Ont.	St. Catharines, O	6 00
3571	" 1.	A. A. King	Master.	Chatham, N.B.	Sydney, N.S.	15 00
3572	" 1.	Robert Parsons	"	Bracebridge, Ont.	St. Catharines, O	15 00
3573	" 1.	John J. Fitzgerald	"	Georgetown, P.E.I.	Sydney, N.S.	15 00
3574	" 1.	Robert Donaldson	Mate.	Victoria, B.C.	Victoria, B.C.	6 00
3575	" 1.	James Hirtle	Master.	Lunenburg, N.S.	Lunenburg, N.S.	15 00
3576	" 1.	W. T. Eastman	"	North Sydney, N.S.	Sydney, N.S.	15 00
3577	" 1.	M. H. Grose	Mate.	Bruce Mines, Ont.	St. Catharines, O	6 00
3578	" 4.	L. Mongeon	Master.	Buckingham, P.Q.	Ottawa, Ont.	15 00
3579	" 7.	John McD. Millar	Mate.	Vancouver, B.C.	Vancouver, B.C.	6 00
3580	" 11.	Edgar Pelletier	"	L'Islet, Que.	Quebec, Que.	6 00
3581	" 17.	M. G. Mosher	Master.	Lot Forty, P.E.I.	Sydney, N.S.	15 00
3582	" 17.	W. H. Daggett	Mate.	Collingwood, Ont.	St. Catharines, O	6 00
3583	" 17.	John F. Williams	Master.	Carter's Point, N.B.	St. John, N.B.	15 00
3584	" 17.	Bryan Sweeney	Mate.	Yarmouth, N.S.	Yarmouth, N.S.	6 00
3585	" 17.	Chas. W. Baird	Master.	Windsor, N.S.	"	15 00
3586	" 17.	Daniel A. Rucker	"	St. John, N.B.	St. John, N.B.	15 00
3587	" 17.	John Day	"	Liverpool, N.S.	Yarmouth, N.S.	15 00
3588	" 17.	Sam'l. Beecher	"	Penetanguishene, Ont.	St. Catharines, O	15 00
3589	" 17.	Murdock McLeod	"	Selkirk, Man.	Rat Portage, O.	15 00
3590	" 17.	Geo. A. LaRush	"	Little Current, Ont.	St. Catharines, O	15 00
3591	" 17.	Embert Zwicker	Mate.	Summerville, N.S.	Halifax, N.S.	6 00
3592	" 17.	Jeremiah C. Shaw	"	Victoria, B.C.	Victoria, B.C.	6 00
3593	" 17.	James E. George	Master.	Parrsboro, N.S.	St. John, N.B.	15 00
3594	" 17.	John B. Mercier	"	Bienville, Levis, Que.	Quebec, Que.	15 00
3595	" 17.	Roderick McLeod	"	Westbourne, Man.	Rat Portage, Ont.	15 00
3596	" 17.	Robt. Gray	Mate.	Barriefield, Ont.	Kingston, Ont.	6 00
3597	" 17.	H. V. Butler	Master.	St. John, N.B.	St. John, N.B.	15 00
3598	" 19.	Nap. Gagnon	Mate.	Bienville, Que.	Quebec, Que.	15 00
3599	" 19.	Wm. Thos. King	Master.	North Sydney, N.S.	Sydney, N.S.	15 00
3600	" 19.	Daniel Campbell	"	Big Bras d'Or, N.S.	"	15 00
3601	" 19.	Anker de Nully	Mate.	Lunenburg, N.S.	Lunenburg, N.S.	8 00
3602	" 19.	Stannage Creaser	Master.	Lower La Have	"	15 00
3603	" 19.	Arthur W. Hickey	Mate.	North Sydney, N.S.	Sydney, N.S.	16 00
3604	" 19.	Joseph P. Brophy	"	Mulgrave, N.S.	"	6 00
3605	" 21.	John Cartier	Master.	Aylmer, Que.	Ottawa, Ont.	15 00
3606	" 21.	Archie McIntyre	"	Presque Isle, Ont.	Kingston, Ont.	15 00
3607	" 21.	Abram G. Smith	Mate.	Quyón, Que.	Ottawa, Ont.	6 00
3608	April 1.	John S. Smith	Master.	Lower La Have, N.S.	Lunenburg, N.S.	15 00
3609	" 1.	Victorian Belanger	Mate.	Lotbinière, Que.	Quebec, Que.	6 00
3610	" 1.	Thos. Geo. Garcin	Master.	Charlottetown, P.E.I.	Sydney, N.S.	15 00



## SESSIONAL PAPER No. 23

## LIST of Certificates of Competency granted to Masters and Mates of INLAND and COASTING VESSELS, &amp;c.—Continued.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1902.					\$ cts.
3611	April 1.	John Stevens.....	Master.....	Vancouver, B.C.....	Vancouver, B.C.	15 00
3612	" 1.	Thos. Frenette .....	" .....	Portneuf, Que .....	Quebec, Que .....	15 00
3613	" 1.	Wm. Mackin. ....	" .....	Penetanguishene, Ont....	St. Catharines, O	15 00
3614	" 1.	Frank Benette .....	" .....	Windsor, Ont .....	" .....	15 00
3615	" 1.	Chas. E. Butcher .....	" .....	Bathurst, N.B .....	St. John, N.B .....	15 00
3616	" 9.	W. J. McKay .....	Mate .....	Owen Sound, Ont .....	Kingston, Ont .....	6 00
3617	" 9.	Ole Hansen .....	Master.....	Parry Sound, Ont .....	St. Catharines, O	15 00
3618	" 9.	Oliver Belliveau .....	" .....	Belliveau's Cove, N.S .....	Yarmouth, N.S .....	15 00
3619	" 9.	C. W. Brisbin .....	Mate .....	Deseronto, Ont .....	Kingston, Ont .....	6 00
3620	" 9.	D. C. McLachlan .....	" .....	Parkhill, Ont .....	St. Catharines, O	6 00
3621	" 14.	E. W. Hickey .....	Master.....	North Sydney, C.B.....	Sydney, N.S .....	15 00
3622	" 14.	James Ivany .....	Mate .....	Vancouver, B.C.....	Vancouver, B.C .....	6 00
3623	" 14.	J. E. Brossard .....	" .....	Longueuil, Que .....	Ottawa, Ont .....	6 00
3624	" 14.	Charles Cook .....	" .....	Victoria, B.C .....	Vancouver, B.C .....	6 00
3625	" 14.	E. Levesque .....	Master.....	Chicoutimi, Que .....	Quebec, Que .....	15 00
3626	" 16.	John McDowell .....	Mate .....	Vancouver, B.C.....	Vancouver, B.C .....	6 00
3627	" 16.	F. K. Harvey .....	Master.....	Summersville, N.S .....	Yarmouth, N.S .....	15 00
3628	" 19.	R. Stehelin .....	" .....	Weymouth, N.S .....	" .....	15 00
3629	" 22.	Simon Smith .....	" .....	Ritcey's Cove, N.S .....	Lunenburg, N.S .....	15 00
3630	" 16.	J. Bolodeau .....	" .....	Berthier en bas, P.Q .....	Quebec, P.Q .....	15 00
3631	" 17.	Hector Bherer .....	Mate .....	Malbaie, P.Q .....	" .....	6 00
3632	" 17.	L. H. Chaperon .....	Master.....	Murray Bay, P.Q .....	" .....	15 00
3633	" 17.	A. C. Good .....	" .....	Vancouver, B.C.....	Vancouver, B.C .....	15 00
3634	" 17.	D. Patterson .....	Mate .....	New Westminster, B.C .....	Victoria, B.C .....	6 00
3635	" 17.	J. Welsh .....	" .....	Victoria, B.C .....	" .....	6 00
3636	" 19.	H. Cadeaux .....	Master.....	Rigaud, P.Q .....	Ottawa, Ont .....	15 00
3637	" 19.	J. De Villers .....	" .....	Lotbinière, P.Q .....	Quebec, P.Q .....	15 00
3638	" 19.	W. C. Gidley .....	" .....	Penetanguishene, Ont....	St. Catharines, O	15 00
3639	" 19.	Wm. Davis .....	" .....	Charlottetown, P.E.I .....	Sydney, N.S .....	15 00
3640	" 19.	J. R. Carr .....	" .....	Sarnia, Ont .....	St. Catharines, O	15 00
3641	" 19.	Henry Anderson .....	" .....	Vancouver, B.C .....	Vancouver, B.C .....	15 00
3642	" 22.	O. J. Dix .....	Mate .....	Kingston, Ont .....	Kingston, Ont .....	6 00
3643	" 22.	A. L. Lizard .....	Master.....	Penetanguishene, Ont....	St. Catharines, O	15 00
3644	" 23.	Jos. Campeau .....	Mate .....	Garden Island, Ont....	Kingston, Ont .....	6 00
3645	" 23.	John Linloff .....	Master.....	Halifax, N.S .....	Halifax, N.S .....	15 00
3646	" 23.	Lawrence King .....	" .....	Thessalon, Ont .....	St. Catharines, O	15 00
3647	" 23.	Wm. Brian .....	Mate .....	Garden Island, Ont....	Kingston, Ont .....	6 00
3648	" 23.	T. Blundell .....	Master.....	Dalhousie, N.B .....	Dalhousie, N.B .....	15 00
3649	" 23.	M. McIver .....	" .....	Vancouver, B.C .....	N. Westminster .....	15 00
3650	" 23.	Walter Kerr .....	" .....	Sydney, C.B .....	Sydney, N.S .....	15 00
3651	" 23.	Wm. Cook .....	" .....	Ritcey's Cove, N.S .....	Lunenburg, N.S .....	15 00
3652	" 23.	R. R. Rutherford .....	" .....	Warton, Ont .....	St. Catharines, O	15 00
3653	" 23.	Robt. P. Green .....	" .....	Manitoulin Island, Ont....	Spanish River, O	15 00
3654	" 29.	Wm. Avery .....	" .....	Chatham, N.B .....	Chatham, N.B .....	15 00
3655	" 29.	Marin O. Porter .....	" .....	Tusket Wedge, N.S .....	Yarmouth, N.S .....	15 00
3656	" 30.	John Egan, jr .....	" .....	Killarney, Ont .....	St. Catharines, O	15 00
3657	" 30.	John Stickland .....	" .....	North Sydney, N.S .....	Sydney, N.S .....	15 00
3658	" 30.	B. M. Jorgensen .....	" .....	Vancouver, B.C .....	Vancouver, B.C .....	15 00
3659	May 1.	D. P. Lewis .....	" .....	Freeport, N.S .....	Yarmouth, N.S .....	15 00
3660	" 1.	Thos. Cunningham .....	Mate .....	Toronto, Ont .....	St. Catharines, O	6 00
3661	" 1.	Walter Fowler .....	Master.....	Port Carling, Ont .....	" .....	15 00
3662	" 1.	W. C. LeBlanc .....	" .....	Arichat, N.S .....	Sydney, N.S .....	15 00
3663	" 1.	E. L. Sullivan .....	" .....	Dawson, Y.T .....	Victoria, B.C .....	15 00
3664	" 2.	C. Deneau .....	" .....	St Thomas de Bienville, P.Q .....	Sorel, P.Q .....	15 00
3665	" 5.	F. Lawrence .....	Mate .....	Kingston, Ont .....	Kingston, Ont .....	6 00
3666	" 5.	C. Duffy .....	Master.....	St. Mary's, N.B .....	Fredericton, N.B .....	15 00
3667	" 6.	D. MacKenzie .....	" .....	Victoria, B.C .....	Victoria, B.C .....	15 00
3668	" 14.	Pierre Chevrier .....	" .....	St. Joseph de Sorel, P.Q .....	Quebec, P.Q .....	15 00
3669	" 14.	H. N. Trueman .....	" .....	Vancouver, B.C .....	Vancouver, B.C .....	15 00
3670	" 14.	J. D. McLean .....	" .....	The Range, Queen's, N.B .....	Fredericton, N.B .....	15 00
3671	" 14.	James Johnson .....	" .....	Annapolis, N.S .....	Yarmouth, N.S .....	15 00
3672	" 14.	J. S. Arnold .....	Mate .....	Dartmouth, N.S .....	Halifax, N.S .....	8 00
3673	" 14.	A. L. Morrison .....	Master.....	Rat Portage, Ont .....	Rat Portage, O .....	15 00
3674	" 14.	P. Hicks .....	" .....	Ottawa, Ont .....	Ottawa, Ont .....	15 00
3675	" 16.	S. Rafuse .....	" .....	LaHave, N.S .....	Yarmouth, N.S .....	15 00
3676	" 16.	B. McMillan .....	" .....	Isaac's Harbour, N.S .....	Halifax, N.S .....	15 00



2-3 EDWARD VII., A. 1903

LIST of Certificates of Competency granted to Masters and Mates of INLAND and  
COASTING VESSELS, &c.—*Concluded.*

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1902.					8 c.
3677	May 16.	S. McCaig.....	Mate.....	Toronto, Ont.....	St. Catharines, O	6 00
3678	" 16.	W. J. Monkhouse...	".....	Providence Bay, Ont...	Spanish River, O	15 00
3679	" 19.	J. A. Gardner.....	".....	New Westminster, B.C.	Victoria, B.C...	6 00
3680	" 19.	Stanley Fraser.....	Master.....	Victoria, B.C.....	".....	15 00
3681	" 21.	N. Chevrier.....	".....	Montreal, Que.....	Ottawa, Ont.....	15 00
3682	" 21.	J. Seguin.....	".....	Hudson Heights, Que.....	".....	15 00
3683	" 21.	Pierre Aussant.....	".....	St. Joseph de Sorel, Que.	".....	15 00
3684	" 19.	J. F. Kinley.....	".....	Lunenburg, N.S.....	Lunenburg, N.S.	15 00
3685	" 19.	John McDonald.....	".....	Mulgrave, N.S.....	Sydney, N.S.....	15 00
3686	" 19.	B. A. Bongard.....	Mate.....	Pictou, Ont.....	Kingston, Ont.....	6 00
3687	" 19.	George Cross.....	".....	Hamilton, Ont.....	St. Catharines, O	6 00
3688	" 19.	W. G. Smith.....	Master.....	Little Current, Ont.....	".....	15 00
3689	" 23.	C. B. Kirk.....	".....	Norwood, Ont.....	Kingston, Ont.....	15 00
3690	" 23.	Gordon Ayre.....	Mate.....	Brockville, Ont.....	".....	6 00
3691	" 23.	G. L. Barry.....	Master.....	Advocate Harbour, N.S.	Yarmouth, N.S.	15 00
3692	" 26.	H. Robertson.....	Mate.....	Sydney Forks, N.S.....	Sydney, N.S.....	6 00
3693	" 26.	Spurgeon Amos.....	".....	Lower Derby, N.B.....	St. John, N.B.....	6 00
3694	" 26.	C. S. Boucher.....	Master.....	Chatham, N.B.....	".....	15 00
3695	" 26.	R. G. Evans.....	".....	Victoria, B.C.....	Victoria, B.C.....	15 00
3696	" 27.	Eber Sarty.....	".....	Pleasantville, N.S.....	Yarmouth, N.S.	15 00
3697	" 27.	Wm. Snow.....	".....	Digby, N.S.....	".....	15 00
3698	" 29.	A. W. Pierson.....	Mate.....	Toronto, Ont.....	Kingston, Ont.....	6 00
3699	" 30.	J. A. Bouchard.....	Master.....	St. Rochs, Que.....	Quebec, Que.....	15 00
3700	" 31.	J. D. Hill.....	".....	Midland, Ont.....	St. Catharines, O	15 00
3701	" 31.	A. Lemieux.....	".....	St. Thomas, Que.....	Quebec, Que.....	15 00
3702	June 3.	John Courson.....	".....	Hamilton, Ont.....	Kingston, Ont.....	15 00
3703	" 3.	A. Cornwall.....	Mate.....	Lunenburg, N.S.....	Lunenburg, N.S.	6 05
3704	" 3.	J. Cavanagh.....	Master.....	Port Dalhousie, Ont.....	St. Catharines, O	15 00
3705	" 3.	Chas. S. Mickle.....	".....	Gravenhurst, Ont.....	".....	15 00
3706	" 3.	J. H. Webb.....	Mate.....	Liscomb, N.S.....	Quebec, Que.....	6 00
3707	" 4.	Edward Delaney.....	Master.....	Quebec, Que.....	".....	15 00
3708	" 7.	Anton A. Klaveness.....	Mate.....	Vancouver, B.C.....	Vancouver, B.C.	15 00
3709	" 13.	Smith G. Penney.....	Master.....	Cape Sable Island, N.S.	Yarmouth, N.S.	15 00
3710	" 13.	Robt. Hall.....	".....	Winnipeg, Man.....	Winnipeg, Man.	15 00
3711	" 13.	Frederick Thulin.....	".....	Lund, B.C.....	Vancouver, B.C.	15 00
3712	" 13.	W. K. Ross.....	".....	Upper Port La Tour, N.S.	Yarmouth, N.S.	15 00
3713	" 13.	M. Allison.....	".....	Dog Hill, Que.....	Quebec, Que.....	15 00
3714	" 13.	F. L. Harvie.....	".....	Kempt Shore, N.S.....	Yarmouth, N.S.	15 00
3715	" 13.	A. H. Alsson.....	".....	Victoria, B.C.....	Victoria, B.C.....	15 00
3716	" 13.	Chas. Price.....	Mate.....	Port Simpson, B.C.....	".....	6 00
3717	" 13.	C. J. Thompson.....	Master.....	Chatham, N.B.....	New Castle, N.B.	15 00
3718	" 14.	H. H. Murray.....	".....	North Sydney, C.B.....	Sydney, C.B.....	15 00
3719	" 14.	John T. Curtis.....	".....	".....	".....	15 00
3720	" 17.	A. Marchildon.....	" permit	Sturgeon Falls, Ont.....	Ottawa, Ont.....	5 00
3721	" 17.	W. Cook.....	".....	Grenville, Que.....	".....	5 00
3722	" 17.	J. Hurley.....	".....	Kingston, Ont.....	Kingston, Ont.....	15 00
3723	" 17.	John A. Roys.....	".....	".....	".....	15 00
3724	" 17.	A. S. Allen.....	Mate.....	Kelley's Cove, N.S.....	Yarmouth, N.S.	6 00
3725	" 17.	G. H. Eldridge.....	".....	Yarmouth, N.S.....	".....	6 00
3726	" 19.	G. D. Murphy.....	Master.....	Sunbury Co., N.B.....	Fredericton, N.B.	15 00
3727	" 19.	D. Dovey.....	".....	Lindsay, Ont.....	Kingston, Ont.....	15 00
3728	" 23.	P. J. Bibby.....	Mate.....	Gravenhurst, Ont.....	St. Catharines, O	6 00
3729	" 23.	John Fleming.....	Master.....	Mortimer's Point, Ont.....	".....	15 00
3730	" 23.	Ernest Wills.....	".....	Halifax, N.S.....	Sydney, C.B.....	15 00
3731	" 23.	Caleb Hare.....	".....	North Sydney, C.B.....	".....	15 00
3732	" 27.	Omer Mireault.....	" permit	Dryden, Ont.....	Dryden, Ont.....	5 00
3733	" 27.	J. H. Gunter.....	Master.....	Upper Jemseg, N.B.....	Fredericton, N.B.	15 00
3734	" 27.	F. W. Court.....	".....	Richard's Landing, Ont.	St. Catharines, O	15 00

## SESSIONAL PAPER No. 23

LIST of Certificates of Competency granted to Masters and Mates of FOREIGN  
SEA-GOING VESSELS during the year ended June 30, 1902.

Number of Certificate.	Date of Certificate	Name.	Grade.	Address.	Where Examination was passed.	Fee.
	1901.					\$ cts.
3432	Aug. 9.	Robt. Walter Shears.....	Master.....	Victoria, B.C.....	Victoria, B.C...	15 00
3433	" 27.	George E. Murray.....	Mate.....	Cardiff, Wales.....	".....	8 00
3434	Sept. 17.	Edmund McCarthy.....	".....	Halifax, N.S.....	Halifax, N.S...	8 00
3435	" 17.	A. Richardson.....	".....	Quebec, Que.....	".....	8 00
3436	" 17.	C. M. Gladwin.....	2nd Mate.....	Mid. Musquodoboit, N.S.	".....	8 00
3437	" 17.	Wilson Smith.....	".....	New Carlisle, Que.....	".....	8 00
3438	" 17.	J. Williamson.....	".....	Whiteness, Shetland.....	".....	8 00
3439	" 27.	R. V. Bennett.....	Master.....	Hopewell Cape, N. B.....	St. John, N. B..	15 00
3440	Oct. 2.	Thos. F. Morrison.....	".....	Londonderry, N. S.....	Yarmouth, N.S.	15 00
3441	" 2.	Angus J. MacDonald.....	".....	Pinnette, P. E. I.....	St. John, N. B..	15 00
3442	" 2.	Chas. B. Fenton.....	".....	Auckland, N. Z.....	".....	15 00
3443	" 9.	Henry D. Hooley.....	".....	Vancouver, B. C.....	Vancouver, B.C.	15 00
3444	" 9.	Wm. Gray.....	2nd Mate.....	Carnforth, Eng.....	Victoria, B. C..	8 00
3445	" 31.	Laurence Smith.....	".....	South Shields.....	Yarmouth, N.S.	8 00
3446	Nov. 7.	L. M. Hatfield.....	".....	Arcadia, N. S.....	".....	8 00
3447	Dec. 6.	T. R. Serfert.....	".....	Bridgetown, W. I.....	".....	8 00
3448	" 26.	John Vaughan.....	".....	Walton, N.S.....	".....	8 00
3449	" 30.	Danl. L. Rafuse.....	".....	Bridgewater, N. S.....	".....	8 00
	1902.					
3450	Jan. 10.	Clifton Smith.....	".....	New Carlisle, P. Q.....	Halifax, N.S...	8 00
3451	" 10.	Frank M. Seeley.....	".....	Halifax, N.S.....	".....	8 00
3452	" 10.	James E. McPherson.....	Master.....	Port Daniel, Que.....	".....	15 00
3453	" 11.	George E. Murray.....	".....	Cardiff, Wales.....	Victoria, B. C..	15 00
3454	" 31.	Henry John Hobbs.....	".....	Victoria, B. C.....	".....	15 00
3455	Feb. 3.	Harold F. Spinnay.....	2nd Mate.....	Yarmouth, N. S.....	Yarmouth, N. S.	8 00
3456	" 3.	W. A. Steele.....	".....	Gaspereaux, P. E. I.....	St. John, N. B..	8 00
3457	Mar. 11.	Edgar Pelletier.....	".....	L'Islet, Que.....	Quebec, Que.....	8 00
3458	" 14.	Percival Mann.....	Master.....	Burlington, N. S.....	Yarmouth, N.S.	15 00
3459	" 14.	W. H. Davis.....	".....	St. John, N. B.....	St. John, N. B..	15 00
3460	" 14.	Norman E. Smith.....	".....	Wood's Harbour, N. S.....	".....	15 00
3461	Apr. 1.	J. A. McCulloch.....	Mate.....	S. S. <i>Tartar</i> .....	Victoria, B. C..	8 00
3462	" 1.	John W. Harrison.....	2nd Mate.....	Lincoln, G. B.....	".....	8 00
3463	" 19.	J. D. Archibald.....	".....	Mid. Musquodoboit, N.S.	St. John, N. B..	8 00
3464	May 1.	Chas. H. Webb.....	Mate.....	California, U. S.....	Victoria, B. C..	8 00
3465	" 29.	J. S. Morris.....	2nd Mate.....	West Advocate, N. S.....	St. John, N. B..	8 00
3466	June 3.	Réné Pelletier.....	".....	L'Islet, Que.....	Halifax, N.S...	8 00
3467	" 21.	Geo. H. Irving.....	Master.....	Hillsboro, N. B.....	St. John, N. B..	15 00

LIST of Certificates of Service granted to Masters and Mates of INLAND and  
COASTING VESSELS during the year ended June 30, 1902.

	1901.					
3366	Aug. 1.	Hector Roszel.....	Master.....	Little Current, Ont.....	St. Catharines, O	8 00
3367	" 10.	O. P. Thorbourn.....	".....	East Jordan, N.S.....	Shelburne, N.S.	8 00
	1902.					
3368	Jan. 29.	L. P. D'Entremont.....	".....	West Pubnico, N. S.....	Yarmouth N.S.	8 00
3369	Feb. 4.	Z. Nickerson.....	".....	Port Clyde, N. S.....	".....	8 00
3370	Mar. 19.	H. A. Kenney.....	".....	Barrington, N. S.....	Halifax, N. S...	8 00
3371	Apr. 23.	N. A. Nickerson.....	".....	Five Islands, N. S.....	Parrsboro', N.S.	8 00
3372	" 23.	Chas. H. Clements.....	".....	Port Medway, N. S.....	Liverpool, N.S.	8 00
3373	" 23.	D. B. Clapp.....	".....	Pictou, Ont.....	Kingston, Ont.	8 00
3374	May 5.	E. Smiley.....	Mate.....	Port Dalhousie, Ont.....	St. Catharines, O	4 00
3375	" 27.	Freeman Green.....	Master.....	Dunnville, Ont.....	".....	8 00
3376	" 27.	J. A. Hughes.....	Mate.....	Charlottetown, P. E. I.....	Charl'tn, P. E. I.	4 00
3377	June 4.	Andrew Walher.....	Master.....	Clementsport, N. S.....	Bear River, N.S.	8 00



## APPENDIX No. 48.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels, in Canadian Waters, and to Canadian Sea-going Vessels, in other Waters, for the twelve months ended June 30, 1902.

Date of casualty.	Name of Ship.	Age of ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
		Yrs.								%
1902.										
Apr. 13	Artisan..... (80,486)	10	St. John, N.B.	Bk., wood, sail.	1,083	Manilla, Phil. Ids. to Newcastle, N.S.W.	Cape Patterson, Bass Strait, Aust.	Vessel driven ashore by gale.	.....	Total loss, 12,000
1901.										
Jan. 29	Armenia..... (84,314)	20	Glasgow, G.B.	Schr., iron, steam	2,218	Glasgow G.B., to St. John, N.B.	Negro Head, Fundy.	Stranded in dense fog.	.....	Total loss.
Jan. 16	Annie Sharpborg..... (82,682)	29	Norwegian	Bark, wood, sail.	532	Dalhousie, N. B., to Liverpool, G.B.	to Jacket River Bar, N.B.	Stranded.	.....	Partial loss.
June 28	Argentina..... (92,682)	11	Pictou, N.S.	Bk., wood, sail	583	Philadelphia, U. S. A. to Yarmouth, N.S.	Gannet Rock, Yarmouth, N.S.	Stranded.	.....	Partial loss, 700
Sept 0	Anur..... (98,073)	11	Victoria, B.C.	Schr., steel, steam.	907	Victoria, B.C. to Skagway, Ala. to Victoria, B.C.	Chilkoot Inlet, Alaska.	Stranded, careless navigation.	.....	Total loss, 7,000
Nov. 13	Annie E. Richardson.....	19	American	Schr., wood, sail.	214	Boston, Mass., U.S.A. to St. John, N.B.	W. point of Westport, N.S., Brier Island, Bay of Fundy.	Stranded on Brier Island	.....	Partial loss, 1,000
May 12	Aggle.....	10	Bergen, Nor'y.	Schr., iron, steam.	1,129	Newcastle to Montreal P.Q.	Matane, P.Q.	Stranded.	.....	Serious loss.
Oct. —	Avis..... (85,978)	19	St. John, N.B.	Schr., wood, sail.	124	St. John, N.B., to New Haven, Conn., U.S.A.	Nantucket Shoals, U.S.A.	Lost masts and rigging	.....	Partial loss, 300
Nov. 12	Alert..... (96,950)	11	St. John, N.B.	Bk., wood, sail	576	Bristol Channel to Annapolis, N.S.	North Atlantic.	Lost masts, sails and rigging in heavy sea.	.....	Partial loss.
Dec. 2	Avis..... (85,978)	19	St. John, N.B.	Schr., wood, sail.	124	New London, Conn., U.S.A., to Sackville, N.B.	North Atlantic, American coast.	Lost foremast head in heavy sea.	.....	Partial loss, 300
1899.										
Dec. —	Anita..... (85,507)	17	St. John, N.B.	Schr., wood, sail.	115	Poscogoula to St. Lucia.	Dixie Island, Bay, Ala., U.S.A.	Strung a leak and stranded.	.....	Total loss, 3,000 Cargo, 2,500





2-3 EDWARD VII., A. 1903

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1902.		Yrs.								
Jan. 2	Bristol (73,624)	26	Victoria, B.C.	Schr., iron, steam.	1,983	Nanaimo, B.C. to Jun- eau, Ala.	Chatham Strait, B.C.	Stranded.		Total loss.
	Blanche-M. Thor- burn. (88,551)	16	Charlottetown P.E.I.	Schr., wood, sail.	96	St. Pierre, Miq.	47° 45' N., 49° W., N. Atlantic.	Damaged in Hurricane.		Partial loss.
Jan. 1	Bobs (92,747)	8	Parrsboro, N.S.	Schr., wood, sail.	97	Westport, N.S., to Parrsboro, N.S.	Brier Isld., Bay of Fundy, N.S.	Stranded.		" 1,000
Feb. 19	Bertha (94,782)	3	San Francisco, U.S.A.	Schr., wood, steam.	926	Seattle, U.S.A., to Skagway, Ala.	North Head, Fitzhugh Sound, B.C.	"		"
April 30	Barbara Rosco- witz. (83,454)	19	Victoria, B.C.	Schr., wood, steam.	329	Victoria, B.C., to Es- sington, B.C.	54° 15' N., 149° 42' W.	" No damage.		"
May 1	Bothnia (100,661)	17	Kingston, Ont.	— wood, steam.	478	Fair Haven to Mon-St. treal, Que.	St. Lawrence S.E. end of Mud Isld.	Stranded.		"
April 12	Bona Fide (94,782)	13	Charlottetown P.E.I.	Schr., wood, sail.	90	Georgetown, Nfld. St. Johns, Nfld.	46° 30' N. 57° 22' W. Gulf St. Lawrence.	Damaged in gale.		Partial loss.
June 25	Bonita (103,452)	21	American.	"	388	Seattle, U.S.A. to Ketchikan, Ala.	Satellite Reef, Nana- imo, B.C.	Stranded through want of local knowledge.		Trifling.
1900.										
Nov. —	Catherine, (53,875)	35	Arichat, N.S.	"	61	Pictou, N.S., to Ari- chat, N.S.	West Arichat, N.S., at anchor.	Springing a leak and sank.		Total loss.
Aug. 20	Cutch.		Vancouver, B.C.	Schr., iron, steam.	366	Vancouver, B.C. to Skagway, Ala.	Stephen's Passage, Alaska.	Stranded.		Total loss.
" —	Charlotte (103,452)	25	Arichat, N.S.	Schr., wood, sail.	73	Arichat, N.S. to Cheti- camp, N.S.	Miscou Island, N.B.	Stranded.		"
1901.										
Sept. 28	Cheslie, (103,726)	5	Parrsboro, N.S.	"	330	Windsor, N.S. to New York, U.S.A.	Off Blonidon, Minas Basin, N.S.	Lost sails and rigging.		Partial loss.
Oct. 25	Carol	18	Norway	Schr., iron, steam.	1565	Chatham, N. B., to Liverpool, G. B.	Miranichi Har bour, N.B.	Stranded on bar.		"

## SESSIONAL PAPER No. 23

Nov.	16	Christie Camp- bell.	40	Sydney, N.S.	Schr., sail.	wood.	St. Peter's Canal Sydney, C.B.	to Bras d'Or lake, C.B.	Collision.	Total loss.
"	24	Centennial. (103,321)	18	St. John, N.B.	"	"	124 Parrsboro, N. S. Boston, U.S.A.	to 12 miles W.S.W. from Sequin, Me., U.S.A.	Lost sails and rigging.	Partial loss.
Aug.	—	Castano (88,257)		Digby, N.S.	"	"	215 Cienfuegos, Cuba, to Appalachiala, Fla., U.S.A.	Gulf of Mexico.	Foundered.	Total loss.
Dec.	20	Carrie W. Babson (11,832)	12	American.	"	"	62 N. Sydney, N. S. to Gloucester, Mass., U.S.A.	Low Point Lt., Sydney, C.B.	Stranded on Peters Ledge	Partial loss.
May	20	Celeste Burrill.	15	Yarmouth, N.S.	Ship, sail.	wood.	1,764 Manilla B.C.	20° 47' N., 120° 44' E. Pacific Ocean.	Sprang a leak; condemned as unseaworthy.	Total loss.
Oct.	12	Cygnnet (80,389)	19	Parrsboro, N.S.	Schr., sail.	wood.	77 Parrsboro, N.S., to St. John, N.B.	Off Mispec, N.B., Bay of Fundy.	Sprang a leak in heavy weather.	Partial loss.
Jan.	—	Canada (100,262)	11	Windsor, N.S.	Ship, sail.	wood.	2,137 Cardiff, Wales, to Cape Town, S.A.	At Sea.	Damaged in heavy weather.	"
1902.										
Feb.	—	Clarence A. Shaf- ner (107,297)		Annapolis, N.S.	Schr., sail.	wood.	158 Annapolis, N. S., to Cuba.	Annapolis Basin, N.S.	Vessel broke from anchor- age and drifted ashore.	"
Jan.	1	Clifton (85,446)	18	Windsor, N.S.	"	"	96 Turks Island to Locke- port, N.S.	15 miles N. Grand Turk	Sprang a leak.	Cargo,
Mar.	3	Clifton (90,750)	16	St. John, N.B.	Wood, steam.	"	87 " " " " " "	At Dock, Indiantown, N.B.	Sank through neglect.	Partial loss,
Feb.	12	Clio (90,581)	17	Lunenburg, N.S.	Bgtn., sail.	wood.	168 Lunenburg, N.S., to St. Martins, D.W.I.	18° 04' N. 63° 06' W	Stranded.	"
April	12	Charnier (100,793)	15	Victoria, B.C.	Schr., steel, steam.	"	1,044 Victoria, B.C., to Van- couver, B.C.	Victoria Harbour, B.C.	In collision with D. W. Gordon.	No loss.
Mar.	22	City of Seattle.		American	"	"	767 Seattle, Wash., U.S.A. to Vancouver, B.C.	Vancouver, B.C.	In collision	No damage.
June	4	Capilano (100,203)	10	Vancouver, B.C.	"	"	137 Nanaimo, B.C., to Van- couver, B.C.	Entrance to Narrows, Burrard Inlet, B.C.	Touched a rock.	Partial loss,
May	2	Clayola (97,172)	11	Windsor, N.S.	Schr., sail.	wood.	123 Liscomb, N.S., to New York, U.S.A.	Bay of Fundy.	Lost sails and 15 m. lath in gale.	Total loss,
Jan.	28	Cavalier (100,233)	9	Halifax, N.S.	"	"	233 New York, U.S.A., to Cayenne.	Parc à Tortu, San Domingo.	Stranded.	"
1899.										
Aug.	14	Daisy (72,058)	24	Arichat, N.S.	Schr., sail.	wood.	34 Arichat, N.S.	75 miles from Scatterie Island, N.S.	Foundered.	Total loss,
1901.										
Aug.	10	Drumalis.		Liverpool, G.B.	Bk., steel, sail.		2,450 Dunkirk, France, to New York, U.S.A.	S.W. ledge, Cape Sable, N.S.	Stranded.	Total loss.
Nov.	20	Druid (80,097)	19	St. John, N.B.	Schr., sail.	wood.	97 Boston, Mass., U.S.A., to St. John, N.B.	Gloucester Harbour, Mass., U.S.A.	Lost anchor, sails and chain in heavy weather.	Partial loss,
1902.										
April	12	D. W. Gordon (100,638)	10	Victoria, B.C.	Slp., wood, sail		12 Victoria, B.C.	Victoria Harbour, B.C.	Collision.	"



STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood. Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1902.		Yrs								
April 6	Dunsuir (86,223)	20	Victoria, B.C.	Bk., iron, sail.	1,798	Hamburg to San Francisco, Cal., U.S.A.	San Francisco Bay, U.S.A.	Lost bowsprit in collision.		Partial loss, £500
June 27	Dirigo		American	Schr., wood, steam.		Seattle, U.S.A., Nanaimo, B.C., to Ketchikan, U.S.A.	Satellite reef, Nanaimo Harbour, B.C.	Stranded		Trifling.
Aug. 8	Ethel B		Arichat, N.S.	Schr., wood, sail.	10			Broken up.		
1901.										
Sept. 14	Eliza Bell (57,722)	33	Digby, N.S.	"	30	Beaver Harbour, N.B., to St. John, N.B.	St. John Harbour, N.B.	Stranded in fog.		Total loss, 600
Oct. 26	Ellen M. Gould	1½	Gloucester, Mass.	Schr., wood, steam.	99	Gloucester fishing.	North Sydney Harbour, N.S.	Fire.		Partial loss, 27,000
1900.										
July 18	Elsie M. Smith	18	American	Schr., wood, sail.	83	Rockport, Me., U.S.A.	St. Johns, Nfld	Stranded in thick fog.		400
1901.										
Oct. 6	Epes Tarr	28	"	"	48	Shag Harbour, N.S., to Gloucester, Mass., U.S.A.	Mud Island, N.S.	Stranded trying to make harbour.		Total loss, 1,500
Dec. 11	Ella	3½	Norwegian	Schr., steel, steam.	916	Newfoundland	On a trip from Newfoundland to Sydney, C.B.	Broke shaft and lost propeller.	4	Partial loss, 10,000
Sept. 28	Edmund (75,589)	24	St. John	Schr., wood, sail.	109	At anchor, Codroy Harbour, N.Y.		Vessel ran ashore in a heavy gale.		Total loss, 3,000
Oct. 25	Emma C (109,155)	10	Lunenburg, N.S.	Schr., wood, sail.	29	LaHave, N.S., to Halifax, N.S.	Pennant Point, N.S.	Stranded. Master deceived by the lay of the land		Total loss, 900 Cargo, 2,000

## SESSIONAL PAPER No. 23

Dec. 5	Eureka..... (94,960)	12	Lunenburg, N.S.	Schr., wood, sail.	99	Alicante to Spain.	Reef off Tarluca, Island Spain.	Vessel ran on reef and became a total loss.	Total loss,	2,400
.....	E. N. Merchant. (90,666)	51	Digby, N.S.	Schr., wood, sail.	48	Broken up at Digby, N.S.	Digby Harbour, N.S.	Beached.....	Total loss,	100
1902.										
Mar. 19	E. H. Foster..... (85,510)	19	St. John, N.B.	Schr., wood, sail.	124	St. John, N. F. to Boston, Mass, U.S.A.	Boston Harbour, U.S.	Vessel was leaking. Stranded. Knocked off piece of shoe. Lost 2 lbs	Total loss,	375
June 3	Empress of Japan	11	London, Eng.	F. & A., steel, steam.	3003	Hong Kong, Yokohama to Vancouver, B.C.	Victoria Harbour, B.C.	Collided with <i>Str. Shenano Marna</i> .	Partial loss,	5,000
Feb. 21	Ellen A. Read..... (88,334)	10	Yarmouth, N.S.	Ship, wood, sail.	1750	Manilla to Port Town- send, Wash., U.S.A.	Lat. 37° N. Long. 175° 30' E., N. Pacific.	Leaking. Put into Hono- lulu.	Partial loss,	2,400
Sept. 12	Fly.....	10	Chatham, N.B.	Schr., wood, sail.	14	Shippegan, N.B., on a fishing trip in the Gulf.	Straits of Northumber- land.	Supposed to have found- ered. All hands lost.	Total loss,	400
1899.										
June —	Fly.....	11	Chatham, N.B.	Schr., wood, sail.	12	Caraquet, N.B., fishing in the G. of St. Lawr.	In the Gulf of St. Law- rence.	Foundered in a gale. All hands lost.....	Total loss,	300
1901.										
Oct. 23	France & Russia (107,190)	.....	Charlottetown P.E.I.	Schr., wood, sail.	27	Georgetown, P.E.I. to Pictou, N.S.	East end of Pictou Island, N.S.	Heavy sea and weather. Vessel stranded.	Partial loss.	
1902.										
Feb. 2	Flushing..... (90,751)	20	St. John, N.B.	Wood, steam.	121	St. John Harbour, N.B.	Off Foul ground, St. John Harbour, N.B.	Damaged in collision.....	Partial loss,	600
Feb. 11	Fawn..... (100,495)	10	Victoria, B.C.	Schr., wood, sail.	59	Victoria, B.C. to Seal- ing Cruise.	Catala Isld., Esperanza Inlet, B. C.	Broke from anchorage and drifted ashore.	Total loss.	7,000
" 27	Fred E. Scan- nell. (80,366)	22	Parrsboro, N.S.	Ship, wood, sail.	1,349	Manilla to San Fran- cisco, U.S.A.	San Francisco, Cal., U.S.A.	Arrived leaking badly....	Partial loss.	1,000
June 2	Florence..... (90,717)	16	Halifax, N.S.	Schr., wood, sail.	89	Louisburg, N. S. to Halifax, N.S.	Sheet Harbour, N.S.	Stranded on Yankee Jack Shoal.	Damage.	1,000
1903.										
Oct. 20	G. H. B..... (38,481)	.....	Arichat, N.S.	Schr., wood, sail.	36	Pictou, N.S.....	Janvrins Isld., N.S.	Vessel parted both chains at Janvrins Island, N. S., and became a total wreck.	Total loss.	
" 13	Green Leaf..... (90,489)	16	Halifax, N.S.	Schr., wood, sail.	44	Halifax, N.S., to Ship- Harbour, Labrador.	Six miles from Grind- stone, Sandy Hook. M.I.	Driven ashore in a gale....	Total loss. Cargo.	3,000 1,800
1901.										
Aug. 13	G. E. Bently.....	9	Parrsboro, N.S.	Schr., wood, sail.	250	Mobile to Cartagene...	Gulf of Mexico.....	Lost sails in hurricane and leaking.	Total loss.	2,500

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1901.		Yrs								\$
Sept. 15 (Gold Seeker. (103,203)		5	Liverpool, N.S.	Schr., wood, sail.	199	Jeremie Hayti.	North Atlantic Ocean, Lat. 37°40' N., Long. 70°38' W.	Collided with S.S. <i>Endavour</i> .		Partial loss. 1,000
June 2 (G. G. (88,434)		16	St. John's, N.F.L.	Schr., wood, sail.	79	North Sydney to Halifax, N.S.	Off Flint Is'ld., N.S.	Sprung a leak off Flint Island.		150
Nov. 18 (Guardian. (107,938)		18	Lunenburg, N.S.	Schr., wood, sail.	99	Vineyard Haven, Mass., U.S.A., to Lunenburg, N.S.	Vineyard Sound, Mass., U.S.A.	Wind died out, and anchors would not hold in heavy sea.	Total loss. 6,000 Cargo. 1,000	
Nov. 22 (Glendale. (97,088)		11	"	Schr., wood, sail.	37	Montague, P.E.I. to Lunenburg, N.S.	Red Rock Lodge, Little Canoe, N.S.	Vessel lost in a storm.	Total loss. 600	
Dec. 11 (Glyndon. (103,752)		4	"	Schr., wood, sail.	99	Port Hood to Yarmouth, N.S.	Auld's Cove, Strait Canoe, N.S.	Vessel stranded.	Cargo. 300 Partial loss. 450	
April 14 (Gazelle. (75,860)		23	Weymouth, N.S.	Schr., wood, sail.	121	Port (ilbert, N.S., to Boston, Mass., U.S.A.	Mount Dessert Rock, N.S.	Vessel sprung a leak.	Serious casualty.	
Feb. 9 (Grecian. (82,296)		22	Glasgow, G.B.	— Iron, steam.	2,211	St. Johns, N.F.L. to Halifax, N.S.	Sandwich Point, Halifax Harbour, N.S.	Vessel became a total loss.	Total loss.	
Jan. — (Gladstone. (100,109)			Moncton, N.B.	.....	.....	Sherbrooke to New York, U.S.A.	Sandy cove, entrance to Liverpool Harbour N.S.	Went ashore.	Total loss.	
..... (Grace G. (Gribbie			American	Schr., wood, sail.	283	Erie, Pa., U.S.A., to St. Ignace, Mich., U.S.A.	Pt Pelee, 3 miles from Pigeon Bay, Ont.			
Apl. 27 (Gracie B. (111,453)		1	Winnipeg, Man.	Wood, steam.	14	Winnipeg to Selkirk, Man.	Little Britain Ferry, Red River, Man.	Ferry cable swept deck house off.	1 Loss.	300
Mar. 2 (Georges Walter			French.	Schr., wood, sail.	40	St. Pierre Miq. Fishing cruise.	Coffin Island, M.I., Gulf St. Lawrence.	Want of attention.	Total loss.	650



## SESSIONAL PAPER No. 23

1900.	1	Chatham, N.B.	Schr., wood, sail.	13	Caraquet, N. B., on a fishing trip in the gulf of St. Lawrence.	Near French River, P. E. I.	Driven ashore in a gale all lost.	4	Total loss,	550
Sept. 1901.	1	Lunenburg, N. S.	Schr., wood, sail.	72	Mahone Bay to Canso, N. S.	Sugar Head, Cape Breton.	Fog.		Partial loss, Cargo,	2,450 300
May 23	1	Hazel B. Mosher (107,965)	Schr., iron, steam.	697	Vancouver, B. C., to Skagway, Ala.	Sabine Channel, Gulf of Georgia.	No particulars of vessel stranding, vessel over-ran her time.			
Oct. 26	13	Hong Kong...	Schr., steam.	78	Charlottetown, P. E. I. to Glace Bay, N. S.	Bras d'Or Lakes, N. S.	Damaged in collision.	....	Partial loss,	300
Nov. 12	33	Port Hawkesbury, N. S.	Schr., wood, sail.	243	Cienfuegos to Cochinos Bay, Cuba.	Cochinos Bay, Cuba.	Vessel stranded in bad weather.	....	Total loss,	6,500
Oct. 27	12	Henry Stewart. (94,695)	Brig, wood, sail.	91	Big Salmon River, N. B., to New Haven, Conn., U. S. A.	Big Salmon River, Albert Co., N. B., Bay of Fundy.	Vessel grounded and became leaky and afterwards capsized while being towed.	....	Partial loss, Cargo,	400 325
Aug. 29	25	Howard H. Harvey. (96,760)	Schr., wood, sail.	99	Gloucester, Mass., U. S. A., to Fishing grounds.	Near North Sydney, Nova Scotia.	No particulars.	....	Total loss,	28,000
Dec. 3	21	Cardiff, Eng.	Schr., steel, steam.	26	Norfolk to Rotterdam, Holland.	300 miles south west of Halifax, N. S.	Fire was discovered in bottom of hold and steamer put into Halifax for safety.	....	Amount of damage not reported.	
1902.	25	St. John, N. B.	Ship, wood, sail.	91	Wiscasset, Me., U. S. A., to St. John, N. B.	1 mile east Dark Harbour, Grand Manan, N. B.	Vessel driven ashore in a heavy gale and became a total loss.	....	Total loss, Cargo,	1,000 3,000
Jan. 1	1	Howard H Harvey. (94,695)	Schr., wood, sail.	244	Cienfuegos to New York, U. S. A.	Cochinos Bay, Cuba.	Condemned and sold	....	Total loss,	400
Sept. 9	12	Digby, N. S.	Bgtn., wood, sail.	1,250	Tacoma, Wash., to San Francisco, U. S. A.	N. Pac. Ocean, lat. 48° 30' N., long. 126° 30' W.	Vessel sprung a leak and became a total loss.	....	" Cargo	1,500 4,000
Nov. 16	27	Highland Light. (95,318)	Barque, wood, sail.	1,478	Cape Tormentine to Manchester.	Straits of Causo, Janvrin Shoal, N. S.	Thick weather	....	Partial loss.	
Feb. 2	20	Harry Morris. (80,391)	Schr., wood, sail.	98	Rodney Wharf, St. John, N. B.	Rodney Wharf, St. John, N. B.	Vessel ran into by the schr. <i>Edward W. Perry</i> which broke adrift.	....	Partial loss,	300
1901.	11	(American)	"	117	Fishing at Yarmouth, N. S.	(Green Island, entrance to Yarmouth Harb., N. S.	Misstayd and stranded.	....	Total loss.	
Dec. 30	12	St. John, N. B.	"	94	St. John, N. B., to Boston, U. S. A.	Libbey Island, Me., U. S. A., N. N. E. 4 miles.	Snowstorm and gale, mate fell overboard and was lost.	1	Loss,	150

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—Continued.

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. Iron or Wood, — Steam or Sail.	Register Tonnage.	Port Sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1901.		Yrs								
Jan. 21 1902.	Harry Troop (111,683)	12	Liverpool, N.S.	Schr., wood, sail.	199	New York to Ciudad Bolivar.	Lat. 37° 25' N., long. 68° W., North Atlantic.	Lost foretop mast.	....	Partial, 50
Mar. 21 1901.	Herbert Rice (83,439)	14	Weymouth, N.S.	"	150	Barbadoes, B.W.I., to Halifax, N.S.	Lat. 24° 38', long. 68° 16'.	Foremast rig and sail carried overboard.	....	Unknown.
June 15 1902.	Iris	25	Sweden	Barque, wood, sail.	680	Chatham, N.B., to Ayr	Miramichi Bay	Vessel struck by a heavy roll and foundered.	....	Partial loss.
Aug. 15 1902.	Islander (95,993)	15	Victoria, B.C.	Schr., steel, steam.	478	Skagway, Ala., to Vancouver, B.C.	Point Hilda, Steven's Passage, off Douglas Island, Alaska.	Struck an iceberg and sank in 20 minutes.	42	Total loss, 160,000
Mar. 22 1884.	J. V. Dexter (97,058)	9	Liverpool, N.S.	Schr., wood, sail.	149	New York, U.S.A., to Halifax, N.S.	to 8 m. N.E. St. George's Shoal, N. Atlantic.	Washed by heavy seas, put into Boston for repairs.	....	Partial loss, 50
Mar. 10 1890.	John A. Ruddock	5	St. John, N.B.	"	10	Becabee to Grand Manan, N.B.	Bay of Fundy.	Driven ashore in a gale.	....	Total loss.
Oct. 1901.	J. W. Arnold	15	Halifax, N.S.	"	56-80	Halifax, Canso, N.S., to Anticosti, P.Q.	Gulf of St. Lawrence.	Supposed to have capsized in a gale.	5	" 1,600
Aug. 17 1901.	John T. Cullinan (107,071)	29	St. John, N.B.	Schr., wood, sail.	91	St. John, N.B., to Hartford, U.S.A.	Shoreful Shoals, Mass., U.S.A., S.E. side.	Went ashore in a fog and could not be got off with a tug.	....	Total loss, 1,000 Cargo, 1,100
.....	Joseph Rowe (American)	.....	Gloucester, U.S.A.	"	.....	White Head, N.S.	Three Top Isld., White Head, N.S.	Foundered in bad weather	....	Total loss, 8,000

## SESSIONAL PAPER No. 23

Aug. 14	Jacques Cartier..	13	Char ottetown, Sloop, wood, steam.	P. E. I.	239	Charlottetown, P. E. I., 14 m. outside town Hbr., P. E. I.	Vessel collided with a schooner.	Partial loss,	150
Jan. 7	John S. Parker..	10	St. John, N. B. Schr., wood, sail.	St. John, N. B., to New York, U. S. A.	240	St. John, N. B., to New York, U. S. A.	Error of judgment in the master as to vessel's position.	Total loss, Cargo,	9,000 4,079
May 10	Jacona.....	12	Dundee, Scotd Schr., iron, steam.	Montreal, P. Q. to Leith, Scotland.	1,951	Near Sorel, River St. Lawrence.	Vessel got out of channel and stranded.	Trifling.	
July 10	J. F. Graham..	19	Windor, N. S. Bk., wood, sail.	Alleppi, B. C.....	1,336	Lat. 35° 15' N., long. 73° 30' W. Atlantic Ocean during storm.	Cut away mast and sails.	Partial loss,	1,000
"	Johanne.....	27	Norway.....	Sydney, N. S.....	473	Green Cove, C. B., North Atlantic.	Struck in a fog.	Total loss,	9,000
May 16	Kildona.....	13	Dundee, Scotd Schr., iron, steam.	Newcastle, to Montreal, P. Q.	2,349	Matane, P. Q., Gulf of St. Lawrence.	Stranded in fog.	Trifling casualty.	
1900.		40	St. Andrews, Schr., wood, sail.	.....	12	Red Beach, Ste. Croix River.	Wrecked.	Total loss.	
1901.		17	Digby, N. S.....	Boston, Mass., U. S. A., to Annapolis, N. S.	98	Annapolis Basin, N. S.	Vessel listed over and upset a lantern which was in cabin, which, it is supposed, set fire to cabin.	" Cargo,	2,500 800
Aug. 28	Lizzie Wharton..	11	Lunenburg, N. S.	Lunenburg to Yarmouth, N. S.	69	30 m. S. White Head, Guysboro', N. S.	Lost sails in a gale.	Trifling,	45
Dec. 8	Laura C. Hall..	4	Parisboro', N. S.	River Hebert to Providence.	100	Near Portland Hbr., Me., U. S. A.	Vessel struck a sunken reef.	Partial loss,	140
1902.		17	Liverpool, Eng 3-m.schr., iron, steam.	Liverpool, Eng., to St. John, N. B.	2,879	St. John harbour, N. B.	Stranded.	Total loss.	
Mar. 18	Lake Superior...	2	Belfast, Ire-Schr., steel, steam.	Port Talbot to St. John, N. B.	2,693	In dock in England.	Leaking badly.	Partial loss,	200
Mar. 23	Lord Roberts...	9	St. John, N. B. Schr., wood, sail.	Buenos Ayres to New York, U. S. A.	351	Point Pleasant, Jersey, U. S.	Stranded on account of mate not carrying out master's instructions in regard to taking soundings.	Partial loss,	3,000
Apr. 20	Mola.....	45	Chatham, N. B. Schr., wood, sail.	Sydney, N. S., to Pt. du Chêne, N. B.	46	King's Head, Pictou Co., N. S.	Vessel driven ashore in a heavy fog.	Total loss.	
1900.		67	Digby N. S. Schr., wood, sail.	Port Gilbert, N. S., to Rockland, U. S. A.		Yorks Narrows, State of Maine, U. S. A.	Sunk in collision.	Total loss.	
Sept. 1	Marie Delphine..	.....							
1899.									
Sept. 1	Marie Delphine..	.....							



2-3 EDWARD VII., A. 1903

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigged. — Iron or Wood. — Steam or Sail.	Register Tonnage.	Port sailed from. — Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.
1900.		Yr's								\$
Sept.	Marie Anne (73,921)	16	Amherst, M.J.	Schr., wood, sail.	148	North Sydney, N.S., fishing trip.	White Point, Aspy Bay, N.S.	Vessel was running for a harbour; and being forced around Cape North by the gale she was dashed to pieces against the cliff at White Point, N.S. Vessel sprung a leak.	.....	Total loss.
1901.										
Sept.	6 May (69,189)	27	Lunenburg, N.S.	Bgtn., wood, sail.	148	Lunenburg to Porto Rico, U.S.	North Atlantic Ocean. Lat. 20° 30' N., Long. 69° 30' W.	Vessel struck.	.....	Total loss, Cargo, 3,000
Oct.	5 Manchester Shipper. (108,850)	.....	Manchester, Eng.	Schr., wood, sail.	2,542	Havre, France, to Quebec, P.Q.	Inside Low Point Light Sydney, N.S.	Vessel struck.	.....	10,000
July	5 Manchester Corporation (108,844)	2	Manchester, Eng.	Schr., steel, steam.	3,586	Montreal, P.Q., to Manchester, Eng.	River St. Lawrence.	Supposed to have struck a submerged log, she broke 3 blades of her propeller.	.....	3,000
1900.										
Sept.	14 Marie Anne (93,921)	26	Amherst, M.J.	Schr., wood, sail.	46	White Point, C.B.	.....	.....	.....	Total loss, 500
1901.										
Dec.	4 Margaret (103,119)	35	St. Andrews, N.B.	Schr., wood, sail.	49	Windsor, N.S., to St. John, N.B.	West Quoddy, bearing 3 miles Marine, Bay of Fundy.	Vessel caught in storm, could not get sails down, had to cut away jib, vessel drifted to Seal Cove, N.B. Did not hear fog whistle and vessel ran ashore in a snow storm.	.....	Partial loss, 120
1902.										
Jan.	1 Marion (103,257)	6	St. John, N.B.	Schr., wood, sail.	124	St. John, N.B., Parrisboro, N.S.	Minas Channel, N.S.	.....	.....	Total loss, 3,500 Cargo, 7,000
1901.										
Dec.	18 Monitor (107,961)	2	Lunenburg, N.S.	Schr., wood, sail.	99	Charlottetown, P.E.I., to Port Hood, N.S.	Cole's Reef, west side of entrance to Pictou Harbour, N.S.	Stranded in a thick snow storm.	.....	Total loss, 5,000

## SESSIONAL PAPER No. 23

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## SESSIONAL PAPER No. 23

July 17	Roland.....	13	Parrsboro, N.S. Schr., wood, sail.	93	Parrsboro, N.S. to St. John, N.B.	Partridge Island, mouth of St. John Harbour, N.B., Bay Fundy, N.B.	A thick fog, collided with the <i>Parance</i> at the mouth of St. John Harbour, and sank in 16 fathoms of water. Was in tow of tug and got in the ice.	.....	Total loss, Cargo, 5,000 450
Nov. —	Roberval..... (103,100)	8	Montreal, P.Q. Wood barge.	370	Ogdensburg, N.Y. U.S.A., to Cornwall, Ont	One mile below Prescott, Ont.		.....	Total loss, Cargo, 2,000 6,000
1902.									
Feb. 18	R. I. Morse..... (100,806)	10	Victoria, B.C. Schr., wood, sail.	30	Victoria, B.C. to Sealing Cruise.	Lat. 42° 10' N., Long. 124° 50' W.	Vessel disabled by shipping a heavy sea.	..... 1	Total, 2,700 Washed overboard and drowned.
Mar. 2	Reliance..... (American)	4	Gloucester, Schr., wood, U.S.A. sail.	83	Gloucester to Fishing Banks.	Indian Point, Little Harbour, 10 miles from Lockport, N.S.	Stranded, error in judgment.	..... 7	Saved by schr. <i>Penelope</i> . Total loss, 12,400
Apl. 25	Reporter. .... (85,588)	19	St. John, N.B. Schr., wood, sail.	121	St. John, N.B., to Salem.	John Co., N.B., St. Fox River, near Peters, P.E.I., Gulf of St. Lawrence.	Stranded.....	.....	Partial loss, 150
Mar. 29	Richard B..... (73,028)	22	Amherst, M.I. Schr., wood, sail.	32	Magdalen Isds., Sealing voyage.		Stranded and became a total wreck during heavy storm.	.....	Total loss, 1,200
.....	Roraima.. (87,678)	16	Quebec, P.Q. Schr., steel, steam.	1,764	New York, U.S.A., to Dominica Demerara, W.I.	St. Pierre Martinique, West Indies.	Overwhelmed in volcanic eruption.	40	Total loss, 10 rescued by <i>Suchet</i> .
1901.									
July 4	Susan and Annie (73,110)	25	Parrsboro, N.S. Schr., wood, sail.	79	Digby, N.S., to Joggins, N.S.	Western Head, Enrage, N.S.	Stranded.....	.....	Total loss, 1,000
Aug. 21	St. Maurice.... (103,723)	5	Parrsboro, N.S. Schr., wood, sail.	272	Parrsboro, N.S.	Off Quaco, N.B.	In collision. ....	.....	Partial loss, 100
1900.									
Dec. 11	Shenandoah....	10	Gloucester, Schr., wood, Mass., U.S.A. sail.	77	Halifax, N.S., to Black River, Nfld.	Off Canso, N.S.	Stranded.....	.....	Partial loss, 500
1901.									
Sept. 3	Sierra..... (100,101)	10	Parrsboro, N.S. Schr., wood, sail.	124	Apple River, N.S., to New, York, U.S.A.	Shovelful Shoals, Chatham, Mass., U.S.A.	Captain went on wrong side of buoy and vessel stranded.	.....	Partial loss, 850
1902.									
Dec. 3	Selma..... (100,088)	9	St. John, N.B. Schr., wood, sail.	59	Point Wolf, Albert Co., N.B., to St. John, N.B.	Off Cape Spence, N.B., Bay of Fundy.	Rigging lost and damaged in gales.	.....	Partial loss, Cargo, 400 500
.....	Susan..... (83,090)	48	Port Hawkesbury, N.S. Schr., wood, sail.	15	River Inhabitants to Arichat, C.B.	Near Arichat, C.B.	Vessel wrecked in a gale.	.....	Total loss.

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c.—*Continued.*

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1901.		Yr's								\$
Dec. 14	Sandalphan. (90,664)	15	Digby, N.S.	Schr., wood, sail.	90	St. John, N. B., Lepreaux, N. B.	to Near head of Lepreaux Harbour, N. B.	Caught on bank, strained and filled and broke stern post.	Total loss.	700
Apr. 22	Savona. (90,480)	10	Matliand, N. S.	Ship, wood, sail	1,891	Sidney, N. S. W., Rotterdam, Holland.	to South Atlantic, Lat. 4° 4' S., Long. 52° W.	Vessel struck by a heavy sea, squashing in poop deck, gutting cabin, and master, steward and two seamen killed.	4	Partial loss, 15,000
Dec. 26	Santa Clara. (115,437)	25	San Francisco, Cal., U.S.A.	Ship, wood, sail	1,535	San Francisco, U.S.A., to Ladysmith, B.C.	N. W. end of Trial Island, B.C.	Vessel drifted in a gale and stranded.	Extent of damage not reported.	
1902.										
Jan. 2	Southern Cross. (85,544)	19	Parrsboro, N. S.	Schr., wood, sail.	99	Parrsboro, N. S., Boston, Mass., U.S.A.	to St. John Harbour, N. B.	Vessel driven out of St. John by a gale and was damaged, and is now full of water.	Partial loss, 1,500	
1901.										
Dec. 25	Swattle. (90,519)	14	"	"	56	Little Salmon River to St. John, N. B.	Little Salmon River, N. B.	Stranded.	Total loss.	700
Nov. 10	Sierra. (100,101)	10	"	"	124	Sydney, C. B., to Windsor, N. S.	Off coast of N. S., Atlantic Ocean.	Damaged in gale, leaking badly; condemned.	Total loss.	2,500
1902.										
Feb. 6	Sirocco. (100,059)	11	St. John, N. B.	"	208	Spring Lands, Br. Guiana, to New York, U.S.A.	Gulf Stream, 80 miles off Cape Hatteras, N. Atlantic.	Vessel hove to; lost fore- and main sails and chain plates in gale.	Loss.	100
	Saral. (59,392)		St. Andrews, N. B.	"	15		Lubec, Me., U.S.A.		Total.	300

## SESSIONAL PAPER No. 23

June	3 Shinano Maru	Japanese	Steel, steam	Seattle, Wash. U.S.A., to Victoria, B.C.	Victoria Harbour, B.C.	Collided with <i>Empress of Japan</i> .	Trifling.
"	5 Sam Slick (107,301)	4 Windsor, N.S.	Schr., wood, sail.	Cheney, N.S., to Boston, Mass., U.S.A.	Stonington, Me., U.S.A.	Struck on flat ledge	
"	6 Sahara (106,062)	5 Glasgow, Scot.	Schooner, iron, steam.	Rangoon, Sydney, C.B. to Montreal, P.Q.	Bicquette Island, St. Lawrence.	Had no pilot on board	
1900.	Two Sisters	6 Sydney, N.S.	Schr., wood, sail.	Glance Bay, N.S.		The vessel was beached and condemned.	
Oct. 11	Three Brothers (50,495)	29 Halifax, N.S.	"	Pictou, N.S., to Kelly's Cove, N.S.	Harbour of Port Felix, N.S.	Broke loose from moorings and went adrift.	Total loss, 225
1901.	Aug. 9 Two Sisters (92,749)	5 Sackville, N.B.	"	Sackville and St. John, N.B., to Salem, Mass., U.S.A.	Off GrandManan, Charlotte Co., N.B., Bay of Fundy.	Vessel damaged in a squall.	Partial loss, 300
"	Three Links	"	"	St. John to Sackville, N.B.	Squaws Cap		Total loss.
1898.	Nov. 22 Two Brothers (100,898)	5 Weymouth, N.S.	Schr., wood, sail.	Meteghan, N. S., to Portland, Me., U.S.A.	Little Duck Island, Mount Desert, U.S.A.	Vessel stranded in a gale.	Total loss.
1901.	Dec. 31 Thistle (100,100)	9 St. John, N.B.	"	New York, U.S.A., to St. John, N.B.	Off Cape Cod, Mass., U.S.A.	Vessel encountered a gale and sustained damage to her sails and rigging.	Partial loss, 400
1902.	Dec. 25 Tiber (65,203)	31 Montreal, P.Q.	Schr., iron, steam.	Louisburg, C.B., to Halifax, N.S.	Off Causo, N.S., North Atlantic.	Foundered with all hands.	Total loss. 21
Mar. 25	Trusty (107,118)	4 Lunenburg, N.S.	Sloop, wood, steam.	Not on service	Bridgewater Harbour, N.S.	Accident while lying at wharf.	Partial loss, 1,500
May 28	Thistle (92,346)	15 Quebec, P.Q.	Schr., wood, sail.	North Sydney, N.S., to Quebec, P.Q.	St. Paul's Island, North Atlantic.	Struck in a fog	Total loss, 3,500
1901.	Oct. 10 Urania	13 Norwegian	Schr., iron, steam.	St. Thomas to London, Eng.	Isle aux Morts, River St. Lawrence.	Ignorance on part of pilot; vessel stranded; very serious casualty.	Very serious casualty.
1902.	Feb. 11 Umbrina (94,634)	12 Shelburne, N.S.	Schr., wood, sail.	Victoria, B.C., sealing cruise.	Lat. 46° 35' N., Long. 126° 25' W., North Pacific.	Vessel damaged by shiping a heavy sea while hove to in a heavy gale.	Partial loss, 800
1901.	Nov. 23 Violet N (94,726)	13 Digby, N.S.	"	Digby, N.S., to Westport, N.S.	Midway Digby Gut, Bay of Fundy, N.S.	Damage sustained by main chain plates.	Damage, 100



2-3 EDWARD VII., A. 1903

STATEMENT of Wrecks and Casualties reported as having occurred to British, Canadian and Foreign Sea-going Vessels in Canadian Waters, &c — *Concluded.*

Date of Casualty.	Name of Ship.	Age of Ship.	Port of Registry.	How Rigg'd. Iron or Wood. Steam or Sail.	Register Tonnage.	Port sailed from. Port bound to.	Place where Casualty happened.	Cause and Nature of Casualty.	Lives lost.	Remarks.	\$
1901.		Yrs.									
Dec. 17 1902.	Viola. (97,186)	10	Windsor, N.S.	Schr., wood, sail.	124	New York, U.S.A., to St. John, N.B.	West side Vineyard Haven Harb'r, Mass., U.S.A.	Vessel damaged in a gale and foundered.	....	Partial loss,	800
June 6 1900.	Victoria. (87,093)	19	Victoria, B.C.	Schr., iron, steam.	1,506	San Francisco, U.S.A., to Unalaska.	Tricomali Channel, B.C.	Struck on uncharted rock	....	"	10,000
Oct. 10	Wawbeek. ....	17	St. John, N.B.	Schr., wood, sail.	100	Salem, Mass., U.S.A., to Hillsboro', N.B.	4 miles from Thatchers Isld, near Cape Ann, Boston, Mass., U.S.A.	Encountered a heavy storm and capsized.	1	Total loss.	
"	W. K. Smith....	9	Digby, N.S.	"	98	Portland, Me., U.S.A., to Rockland, to Yarmouth, N.S.	50 miles south of Cape Sable, N.S.	Caught fire; no particulars.	....	"	2,500
1901.											
June 26	Walleda.....	9	Parisboro', N.S.	"	249	Sekondi, Africa, to Acera, Africa.	Near Acera, west coast of Africa.	Vessel stranded.	....	"	6,000
Oct. 25	Will Carleton... (94,430)	12	Barrington, N.S.	"	88	Port Hood, C.B., to Port La Tour, N.S.	Liscomb Light, Black River ledge, south shore, N.S.	Vessel struck on ledge and filled with water in 20 minutes; casualty attributed to rough weather and error in judgment.	....	"	1,600
										Cargo,	456
Dec. 4	Westfield..... (85,574)	18	St. John, N.B.	"	80	Point Wolf, St. John Co., N.B., to St. John, N.B.	Wreck first seen 12 m. north of Digby Gut, N.S., Bay of Fundy.	Vessel driven from her anchorage near Quaco, N.B., in a terrible gale; first seen near Digby Gut, N.S.; master and crew never heard of.	4	Total loss,	1,000
Nov. 4	William G. Gordon... (107,280)	1½	Liverpool, N.S.	Schr., iron, sail.	99	Liverpool, N.S., to Barbadoes, W.I.	Liverpool River, N.S.	Vessel badly damaged by fire while loading.	....	Partial loss, Cargo,	3,000 50

## SESSIONAL PAPER No. 23

Aug. 21	Willie..... (74,317)	25	Yarmouth, N.S.	Schr., wood, sail.	22	Westport to Halifax, N.S.	Gannet Rock Ledges, near Yarmouth, N.S.	Stranded..	In collision with the str. <i>Majestic</i> .	Total loss, Cargo, Loss,	200 800 30
.....	Yosemite..... (88,455)	40	Victoria, B.C.	Wood, steam..	1,055	Victoria, B.C., to Van- couver, B.C.	West Bay, off Berens Island, B.C.				
May 13	Zanzibar..... (98,192)	11	London, Eng.	Schr., iron, steam.	1,919	Sydney, C.B., to Mont- real, P.Q.	Matane, Gulf of St. Lawrence.	Stranded in fog.....		Trifling casualty.	



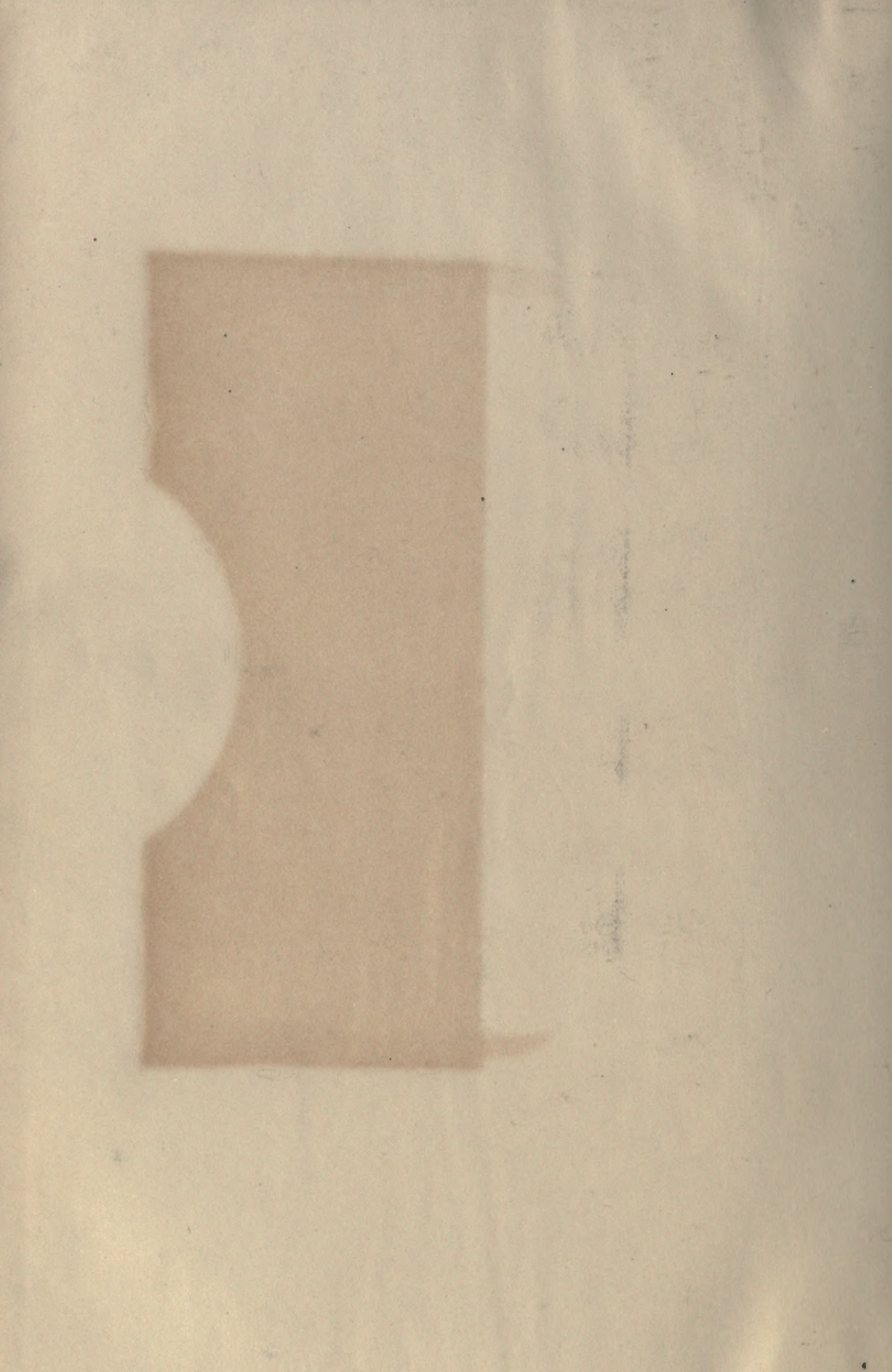












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